

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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AUGUST 1960



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Nav-Pers-O

NUMBER 523

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• **AT LEFT: SUB HUNTERS**—ASW Task Group Alfa sits for portrait. Ships include USS Randolph (CVS 15), destroyers Waller (DDE 466), Eaton (DDE 510), Conway (DDE 507), Bache (DDE 470), Cony (DDE 508), Beal (DDE 471), Murray (DDE 576) and subs Sea Leopard (SS 483) and Cobbler (SS 344).

• **FRONT COVER: PLANE DOC**—An Aviation Electrician's Mate tracks down a trouble spot in a Navy plane's electrical system. AE's are part of the enlisted ground team whose training and skill keep Navy wings in the sky.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

Flight Quarters

One Navy story that isn't often told concerns the long, dangerous work of airmen on carrier flight decks. There's plenty written about pilots and planes, and countless pictures show jets streaking skyward, but the carriermen who work from 18 to 20 hours a day at sea to put and keep them there go unpublicized.

Here is only a small portion of their story—as seen through flight operations aboard the 70,000-ton supercarrier, USS Forrester (CVA 59).

AT SEA—generally an hour or more before reveille—the boatswain's mate of the watch barks over the ship's ILC:

"Flight quarters, flight quarters."

AD Skyraider, and the always present 35- to 40-knot winds sweeping across the flight deck which can push a careless airman into danger zones.

FORRESTER's aircraft-handlers are made up of four divisions:

- V-1, which handles the flight deck.
- V-2, which operates the catapults and arresting gear.
- V-3, which handles the hangar deck.
- V-4, in charge of aviation fuels.

The first hint of activity below decks begins when the Hangar Deck Control Officer and his key men gather in Hangar Deck Control, the nerve center of the two and a half

planes must be spotted precisely—for on a ship space is always at a premium.

While a plane is sent to the flight deck, its model is removed from the mock-up in Hangar Deck Control so that at a single glance the observer can tell exactly which planes are spotted where.

MEANWHILE, topside in Flight Deck Control, the Aircraft Handling Officer and his key personnel, along with the Flight Deck Officer, the flight deck plane directors, and the Catapult and Arresting Gear Officer have gathered for a briefing of the day's activities.

Where the planes will be spotted



DOUBLE TIME—Fast moving catapult crew moves launching gear into place to shoot another jet off into the sky.

For many of the ship's company, the boatswain's bark is worse than his bite and regarded merely as an intrusion. But for the flight deck crews it signals the beginning of a day: a day of long hours that will end only shortly before another day begins; another day filled with constant battle against tight time schedules and the danger which always lurks in the background, danger like the blast from a 10,500-pound thrust of a Skywarrior's jet engine which produces enough heat to burn the skin off a man or enough blast to blow him over the side, or the deadly, whirling propeller blades of an

acre, 27-foot high airplane "garage." Their job: to make preparations for shooting the planes topside.

Here to aid them, drawn to scale on a stainless steel table, is etched the outline of Forrester's hangar deck. On the table, small metal models of each plane aboard have been placed exactly where they are spotted.

On the hangar and flight decks is played "one of the largest—and most serious—jig-saw puzzles in the world." To solve the puzzle, carriermen must spot the planes in the most efficient way while considering operational and safety requirements. And the

until they're needed, the order in which they are "fed" for launching, and to which catapults they will go—these are only a few of the factors that have to be considered.

Maintenance and fuel requirements influence the spotting of planes on the giant flattop and if the ship is slated for refueling at sea, the elevators must be free. Which planes will be wanted first: the fighters, heavy attack or light attack aircraft? What air operations are scheduled? For landings, the angled deck must be free, and takeoffs involve deciding which of the catapults must be left free of spotted planes.



ROARING TO GO—Steam begins to rise from cat as F4D Skyray is about to be launched from USS *Forrestal* (CVA 59).

Flight Deck Control also has a stainless steel mockup of the hangar deck, as well as one of the flight deck. The same procedure of spotting model aircraft is carried on here.

THE AFTER BULKHEAD of Flight Deck Control is lined with Plexiglass boards. One lists the maintenance status of every plane on board. Another shows the fuel aboard each plane. The third lists the bombs and missiles loaded on the aircraft.

Three telephone talkers stand between the boards and flight deck mockup and keep the boards.

One talker keeps tabs on maintenance conditions with data from the ship's six ready rooms. Another keeps abreast of the fuel in the aircraft. The third talker moves the templates on the flight deck mockup. His phones are tied in with flight deck talkers, the hangar deck, flight con-

trol, Primary Flight Control and other positions on the ship.

While flight deck personnel are still making their plans, blue-jerseyed airmen of V-3 division in the hangar deck begin pushing planes to the elevators.

A 10-ton F4D *Skyray* fighter is pushed by grunting, straining airmen to one of the ship's four 79,000-pound capacity deck-edge elevators for the ride to the 1,039-foot flight deck.

When the plane is topside, blue-shirts of V-1 division take over the pushing chores while a yellow-shirted plane director directs the jet to one of four steam catapults, each of which is said to be capable of hurling a passenger car one mile into the air. (No, no one has tried it.)

ONCE THE PLANE is straddled over the cat, the Catapult Officer

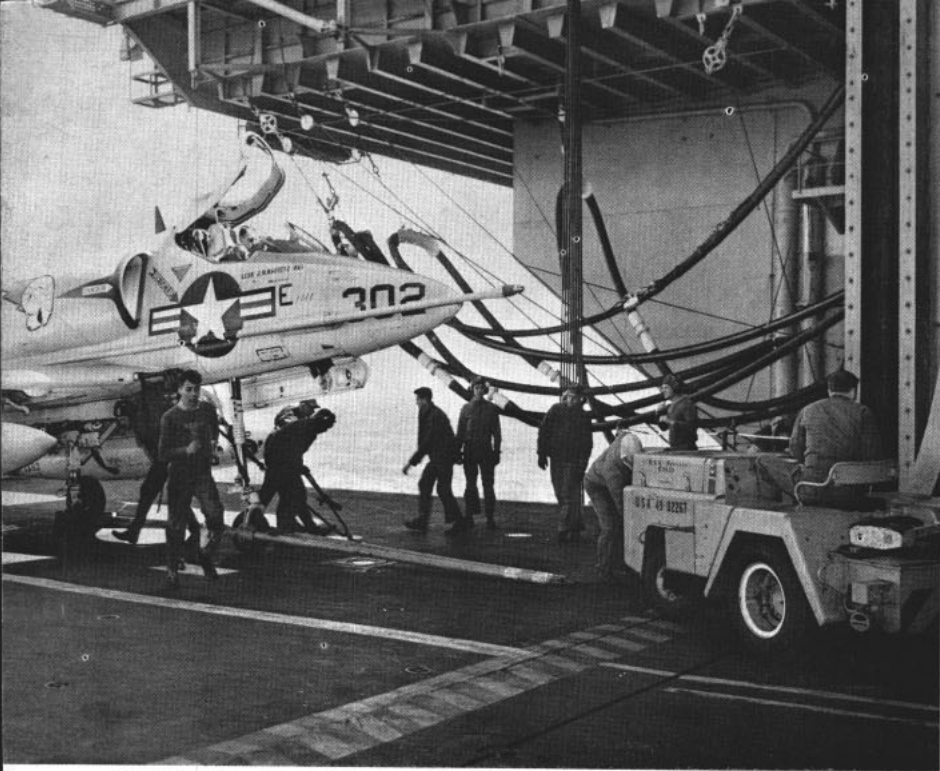
checks to see that the plane is correctly spotted and signals to his deck-edge control operator the proper steam pressure needed for the launch. A heavier fuel load than normal or a shift in wind velocity will affect the amount of steam pressure needed.

Hustling brown-shirted plane captains visually check the plane to see if the flaps are down, speed brakes closed, wings in locked position, and a multitude of small things which could mean the difference between flying or "splashing."

As soon as the checkoff is completed, the "hookup and holdback" crew crawls beneath the plane and hooks the bridle and holdback of the catapult to the shuttle and catapult hook on the underside of the plane. At times the planes are still slowly moving and the crew lying on their backs directly underneath must roll away to the side to avoid the hot

HOOK UP AND HOLDBACK crew crawls beneath plane to secure bridle and holdback of cat to plane's underside.





GOING UP—Men of Forrestal's V-3 Division move Skyhawk on to elevator.

blasts from the jet engine which is only inches above their heads.

When everyone is clear of the readied plane, the Cat Officer circles his hand overhead. As soon as his hand points downward and toward the forward edge of the flight deck, the deck-edge control operator presses the fire button and with a streaking cloud of steam trailing behind him, the pilot sitting high in the cockpit of his plane reaches a speed of 146 knots in the two seconds it takes to travel the 250-foot

distance to the flight deck's edge.

He's airborne!

Immediately another plane is fed to the empty, still steaming, catapult. In sixty seconds, *Forrestal* men can launch four fully armed aircraft.

AFTER ALL THE LAUNCHES have been completed, the job isn't done for the men on the flight deck. The birds must return.

So back on the after portion of the mobile landing field, the Arresting Gear Officer directs his crew in

the preparation of the arresting gear for the returning aircraft.

Airmen check to insure proper control of the valve pressure and mechanical ratio setting of the arresting gear. Soon planes begin entering the landing pattern, following instructions issued by air controlmen in PriFly, the carrier Navy's control tower.

When each plane—prop-driven or jet—catches one of the six arresting cables and comes to an abrupt stop some 225 feet later, crews race out armed with long-hooked poles and disengage the arresting cable if it should tangle or fail to drop from the plane's tail hook.

When the wire falls free, the deck-edge controlman retracts the arresting cable by means of arresting gear machinery located in rooms below the flight deck. Flight deck POs take over and direct the planes to their spotting area and the planes are secured.

But soon the whole process starts over again.

AT THE TOP of the 25-story high flat top, overlooking the four acres of flight deck, is Primary Flight Control. Like its civilian counterpart, the control tower knows all and sees all.

The Air Boss can communicate with virtually every office, space or cubby-hole connected with air operations.

And through the medium of his over-decibed bullhorn, he can clear

FUEL FEEDERS—V-4 Division takes care of aviation fueling problems. Rt: Hangar deck crew moves plane in 'garage.'



the deck of spotted aircraft for an emergency landing, or scare below decks an unsuspecting sea-scanning yeoman standing in the catwalk—an unauthorized area for anyone but airmen during flight hops.

Several launches in one day mean moving every plane on deck several times. And too often after a spot has been made the bullhorn will call for clearing the deck to allow a crippled plane plenty of leeway for an emergency landing—just in case. The 20 or more planes that were just pushed aft for a launch must be brought back forward on the double.

And when the day's operations are over, the "down" aircraft—those with discrepancies—are sent below for maintenance. Others can be repaired on the flight deck, while still others are ready to fly after refueling. Each must be spotted for the most efficient utilization of the carrier's limited space.

PLANES NEED FUEL. From approximately 50 fueling units and over 20 "gas stations," about 10,000 gallons of aviation gasoline, as well as 125,000 gallons of JP-5, a high-energy jet fuel, are dished out each day by the 96 men of V-4 division. Some planes take longer than others to fuel. It takes the redshirts only five minutes to fill the internal and drop tanks of an AD but an A3D requires about 30 minutes to pump the several thousand gallons of P-5 her tanks demand.

With nearly 100 aircraft aboard



ALMOST READY—Final check is made on A4D before signalling to fire cat.

and air operations scheduled around-the-clock, V-4 men have little time to call their own.

Not strictly considered a part of the four divisions which comprise the aircraft handling group is V-6 division—the aircraft maintenance unit.

The seven shops manned by V-6 personnel are responsible for ordering, repairing or manufacturing all of the support equipment needed by planes of *Forrestal's* Carrier Air Group Eight. The only airplane actually overhauled and serviced by V-6 is the ship's TF (carrier on board delivery plane).

"Yellow gear"—Tilley, the giant crane, tractors, starting units, oxygen carts, etc.—these fall under the supervision of the 89 officers and men in the aircraft maintenance division.

At any time of the day or night, airmen in the parachute loft, fire

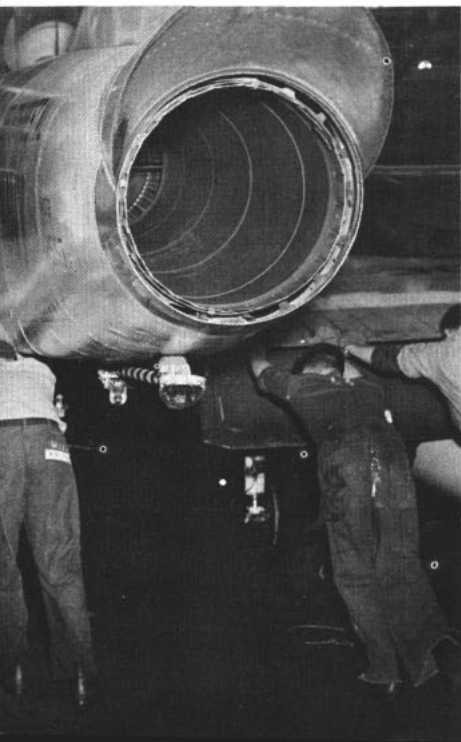
control workshop, electric, electronic, metal and power shops must be ready to provide test gear for the men and pilots of CAG-8, or to break out or "can-up" engines. V-6 is also responsible for providing all of the squadrons with maintenance spaces and assistance as needed.

From start to finish, hundreds of men are involved in the seemingly simple operation of putting an airplane into the air and bringing it back down again, and 100 per cent cooperation and teamwork is required of everyone—from the LSO to the airman on the gasoline pumps.

"It's exciting, dangerous, and plain hard work," says Air Officer CDR T. J. Taylor, usn. "It demands long hours of physical and mental exertion. It works because each man has an important role to perform, and performs that role."

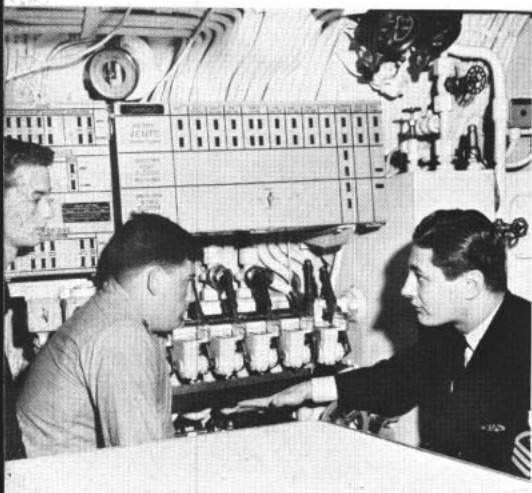
—Bill Ritter, JO2, USN.

HOT SHOTS—Rockets are loaded on wing launchers by members of the carrier's G Division working on the flight deck.





SCHOOL OF THE BOAT was established at San Diego to help relieve the increasing need for qualified submariners.



Diplomas for Dolphins

AS MORE AND MORE nuclear-powered submarines are launched, and as FBM submarines become even more important, the need for qualified submariners increases.

To help relieve the shortage of these Navymen, a School of the Boat program was established in San Diego, Calif., in early 1959 by Commander Submarine Squadron Five.

During the year 247 students have attended Submarine Qualifying courses. Of these, 73 earned their dolphins within six months. Some 177 others completed in-rate train-

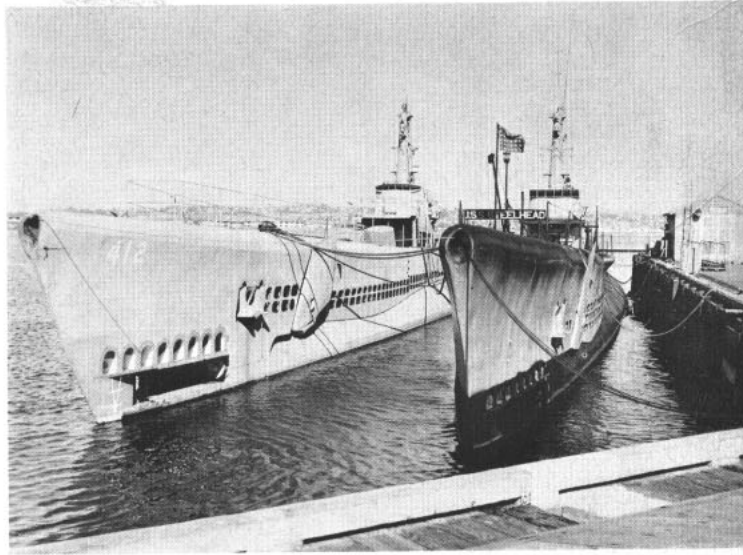
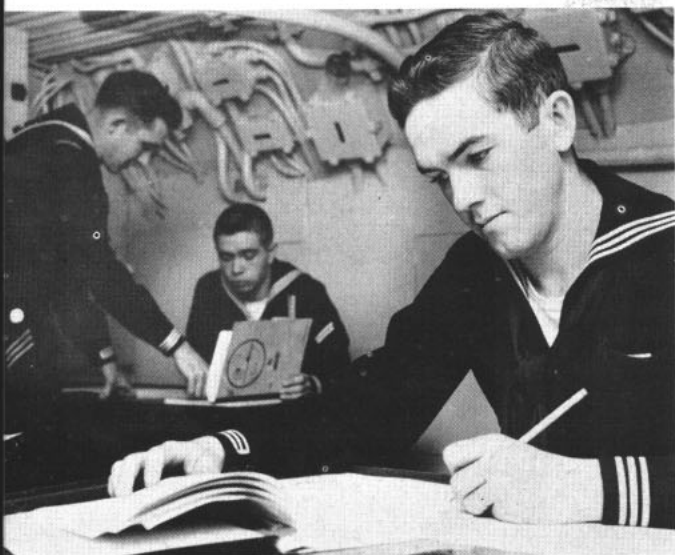
ing courses during the first 12 months of operation.

This School of the Boat was organized to:

- Train men in submarine qualification to meet the requirements of the nuclear and *Polaris* training programs.
- Train additional submariners to fill experience gaps as senior petty officers leave conventional subs for the nuclear and *Polaris* programs.
- Raise first reenlistment rates by keeping crews well trained, and by emphasizing the opportunities avail-

ON BOARD USS *Steelhead* (SS 280) future sub men study hydraulic system (above) and torpedo loading (below).





STUDENTS take to the books. Rt: Training sub *USS Trepang* (SS 412) relieves *USS Steelhead*, now in Reserve Fleet.

at School of the Boat

able to individuals who remain in the Navy and in submarines.

uss Steelhead (SS 280) provides actual submarine conditions in which the students may train. Classrooms, a diving trainer, and a submarine main propulsion control cubicle training device are located at the Naval Reserve Center in San Diego. Some in-rate on-the-job training is conducted on board the submarine tenders *uss Nereus* (AS 17) and *Sperry* (AS 12).

Both officers and enlisted men are trained at the school. The officer

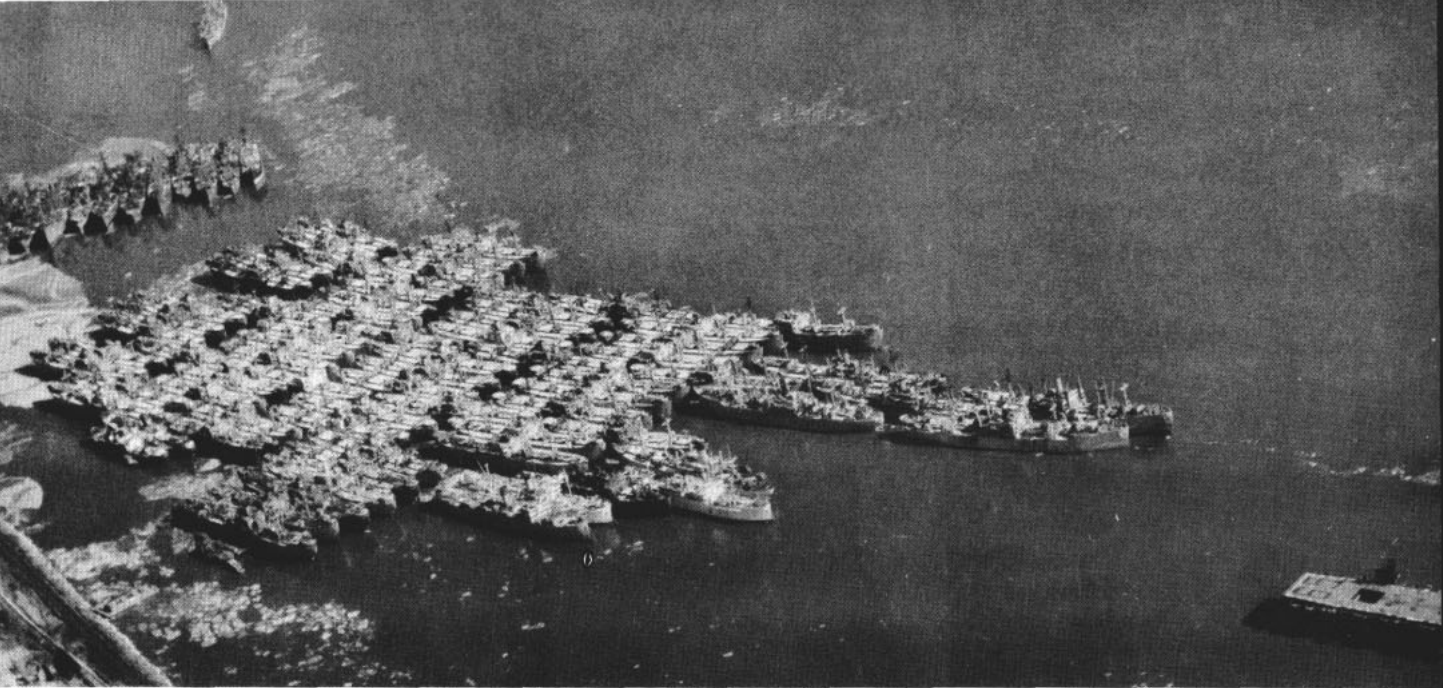
courses in submarine systems are usually conducted by lecture tours. The enlisted courses cover all subjects listed in the requirements for enlisted submarine qualification. Instruction is usually divided into three two-week courses, with each week covering one month of qualification requirements.

In addition to regular instruction, the SubRon Five career counselor advises each class regarding advancement in rate, availability of Naval Training and USAFI courses and the significance of GED tests.



UPS AND DOWNS—Sub students get the feel on diving trainer. Above: School turns submarine into classroom.





NAVY'S MOTHBALL

IF WAR SHOULD COME to the United States tomorrow, there would be over 900 ships in the Reserve Fleet that could be made ready for battle. Some of these ships could be manned and underway in less than a month. Others would take longer.

To some Navymen, the Reserve Fleet is only a ship's graveyard. But the Navy works hard to prevent that from being the case and to insure that there will be at all times a real "Fleet in Reserve."

This is done by a "purifying" program which sees usable ships maintained while others that have outlived their usefulness being scrapped.

The ships that remain in the Reserve Fleet are ready at short notice for another type of scrap, if necessary.

As part of the Navy's purification

plan for the Reserve Fleet, increasing numbers of ships are being sold. Even though there has been an increase of some 100 ships into mothballs during fiscal years 1959 and 1960, the total strength of the Reserve Fleet has actually decreased by about 380 ships. It's a continuing weeding-out process.

Most disposals during the past two years were pre-World War II warships, and large numbers of obsolete mincraft and amphibious landing ships of the LST and LSM variety.

At the same time about 80 merchant-type ships were transferred to the Maritime Administration for berthing in the National Defense Reserve Fleet. (This is the Maritime Administration's equivalent of the Navy's Reserve Fleet.)

About 50 ships were transferred

to friendly foreign countries under the Military Assistance Program.

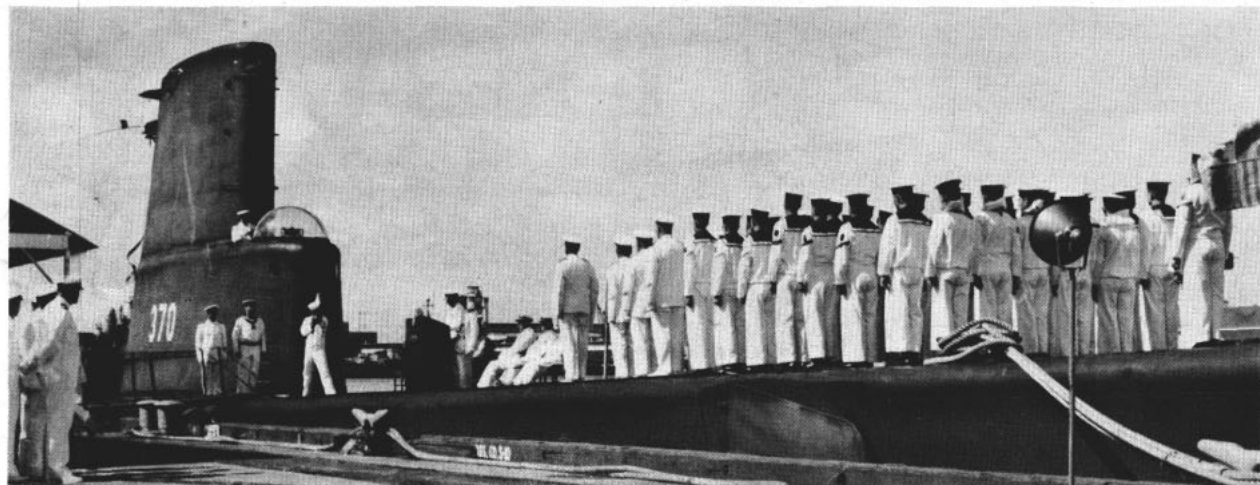
During the first six months of 1960, 73 ships (328,395 tons) were sold for \$8,869,989. Another 150 ships are scheduled to be sold during the remaining six months—all part of the "purification" program.

RESERVE FLEET SHIPS are berthed at 13 different locations in the United States:

- In the *Atlantic Reserve Fleet*, there are ships at Boston, Mass.; New York City; Philadelphia, Pa.; Norfolk, Va.; Charleston, S.C.; Orange, Tex.; Green Cove Springs, Fla.

- The *Pacific Reserve Fleet* has units at Bremerton, Wash.; Columbia River, Ore.; and at San Diego, Stockton, Long Beach, and Mare

UNDER NEW COLORS — Spanish Navymen stand formation as U.S. sub is transferred to the Spanish Fleet.



Island, near city of Vallejo, Calif.

The Reserve Fleet group at New London, Conn., is being disestablished this month and the groups at Long Beach and Charleston will be disestablished in the spring of 1961. In recent years Reserve Fleet units have been disestablished at Tacoma, Wash., and San Francisco, Calif.

OBSOLESCENCE is a factor that always has to be considered, even in the moth ball Navy. Some ships remain in the Reserve Fleet for several years even though their armament, fire control and electronics are obsolete.

A good example of this is the battleship. Several are now in the Reserve Fleet. Their hulls and machinery installations are, for the most part, in good condition.

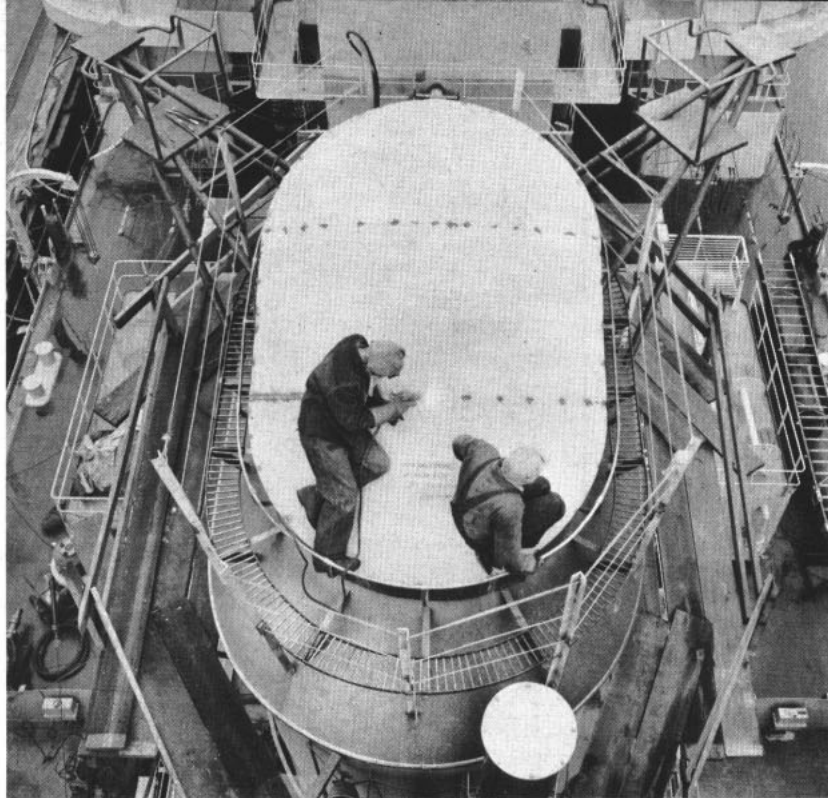
FLEET

It would appear to a layman that these battleships would make ideal guided missile ships—without the expense of building a new hull. At first glance the idea makes a lot of sense, but such is not always the case. Why?

The battleship *North Carolina* (BB 55) is cited as an example. She was built for \$62,000,000 in 1941. To convert her to a guided missile ship (CG) would cost \$170,000,000. On the other hand, a heavy cruiser-type guided missile ship can be built new for \$160,000,000. Besides an initial saving of \$10,000,000, the CA-type would have a smaller complement and be much less expensive to operate. Although the converted BB would be able to carry more reloads, both ships would have substantially the same firepower.

The logical question then is why keep these large-hulled ships at all? Speed of conversion is one reason. Although the cost of conversion would be more, if war comes, ships will be needed in a hurry and a BB could be converted in less time than a CA-type could be built.

NOT ALL SHIPS in the Reserve Fleet will need conversion, however. Destroyer-types stay fairly modern and for the most part have good hulls and machinery. With the addition of some modern electronics gear these ships can be ready for battle



AFT STACK of ship headed for 'mothball fleet' is sealed with metal cover.

in a relatively short period of time.

Some former combat aircraft carriers currently in the Reserve Fleet may be used "as is." For example, there are five un-modernized *Essex*-class ships and two smaller ones which were originally converted during the war from cruiser hulls. These seven ships have good economical modernization potential for HUK operations or as LPH ships.

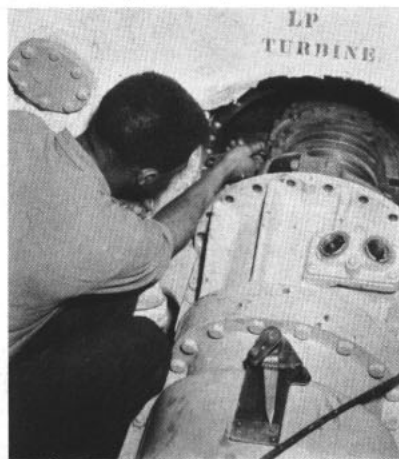
There are also 13 World War II jeep carriers which could be used by MSTs for point-to-point transocean carriage of assembled aircraft although none of these 13 are capable of operating modern naval aircraft.

THE NUMBER OF ships that can be made ready for battle is the strength of the Reserve Fleet. What is the "big picture?"

On checking we find that—of the 900-plus ships now in the Reserve Fleet—only six have been built since World War II. These are *Bass* (SSK 2), *Bonita* (SSK 3), *Salem* (CA 139), *Worcester* (CL 144), *Roanoke* (CL 145) and *Wright* (AVT 7).

The other ships are not exactly "relics," however. Every year ships are inactivated. Although most of them were built during WW II, they are now equipped with modern machinery and electronics gear.

PICKLING PROCESS—During phase Bravo of ship's inactivation crew members clean and paint ship inside and out to protect surfaces against corrosion.





MANY CHANGES have taken place since these ships were photographed at Charleston, S.C., in 1947.

Other ships that have been in the Reserve Fleet for several years have also been modernized. In fiscal years 1957 and 1958, for example, about 100 destroyer-type ships were equipped with some modern ASW equipment. Some Reserve Fleet ships are also drydocked for repairs every few years.

NOT ALL SHIPS in the Reserve Fleet are maintained at peak readi-

SOME SHIPS no longer of use to U.S. Navy are continuing to serve under the colors of our allies. Here, a destroyer is transferred to the Greek Navy.



ness. Those ships that will be needed quickly in case of emergency are kept in best repair. They can be underway fully stored and loaded to start shakedown-type training within 30 to 40 days. A maximum of 10 days in a shipyard would be needed to make minor repairs on many of them. (There is one problem with ships in this group, however. Many of them need to be overhauled. This situation exists because of a lack of money when the ships were placed in the Reserve Fleet.)

Other ships, which will not be needed immediately, may need more than 60 days to be ready for service. Repairs on these ships are done only if time permits and for the most part, they are left "as is" after initial moth-balling.

Class "X" ships in the Reserve Fleet are those scheduled to be sold for scrap. Certain equipment must be removed after a ship is so designated before it is actually towed off for disposal. Currently there are 118 "X" class ships in the Reserve Fleet.

RESERVE FLEET SHIPS are carefully prepared for their years of inactivation. When a ship is scheduled for retirement, it should go through two phases.

- *Phase Alfa* calls for the ship to be completely overhauled. During recent years, ships have not received this treatment, but present plans call for almost all ships to be overhauled in the future before inactivation. The ship remains in full commission during this period.

- *Phase Bravo* begins when the ship reports to the Reserve Fleet to start deactivation. At this point, the

ship is considered In Commission In Reserve (ICIR).

Almost all the inactivation of a ship is done by the ship's crew. Here is a partial list of the work involved after a ship has been notified of her scheduled inactivation.

- All records and logs are brought up to date. Those that are to remain on board are stowed, and classified ones are removed and stored or destroyed.

- Arrangements are made for certain shipyard work. Those repairs required for the security of the ship or to prevent excessive deterioration must be done, as well as those repairs necessary for the operation of the ship until inactivation. If time and funds permit, repairs are also made to improve the efficiency of the ship.

- All perishables, searchlights and running gear are removed.

- All areas are inspected and made watertight.

- Pipes are drained and cleaned; exterior surfaces are painted where needed; hatches and doors exposed to the weather are closed, and worn gaskets are replaced. Those openings not needed for normal access are sealed.

- Dehumidification equipment is installed to prevent excessive rusting and corrosion of interior surfaces. Guns and other exterior equipment secured to the deck are covered with an aluminum dome. A hole is drilled through the deck under this dome so the D/H equipment can also preserve this equipment.

Dehumidification is accomplished in this way:

First the hull is sealed into a protective envelope. The fire mains are opened into each compartment to form avenues of circulation between the compartments. When the dehumidification equipment is operating there is a complete cycle of dry air throughout the ship. In some areas where this air cannot be circulated, silica-gel is used to remove excessive moisture.

In every area of the ship, equipment is removed, preserved or stowed, and records are brought up to date. When all the required work is completed, the commanding officer takes down the commissioning pennant and officially turns the ship over to the Reserve Fleet Commander. The ship is then Out of Commission In Reserve (OCIR), and the responsibility of the Reserve Fleet.

There are several things that can

happen to ships in Reserve.

The main purpose of a Reserve Fleet, of course, is to have ships ready for reactivation in case of emergency. Then, if they are not needed, they are ultimately scrapped.

Some swapping is done with the active Fleet. If a ship that is currently active needs extensive repairs, it may be less expensive and faster to reactivate a ship in the Reserve Fleet. Stores and equipment are simply exchanged and the reactivated ship is again underway.

Some ships from the Reserve Fleet are given to non-profit organizations to be used as memorials. Before a ship is scrapped, organizations may request that it be turned over to them. The Navy investigates these groups and if they are financially able to maintain the ship, they may get it—free. The Navy doesn't sell the ships to these organizations.

Friendly foreign countries get some ships under the Military Assistance Program. These transfers are made on the assumption that it is better to have combatant ships afloat, operating and ready for use on our side in case of war, than wasting away in a Reserve Fleet unit.

SINCE THE END of World War II, 518 ships have been sold or loaned to friendly foreign countries. They include 60 warships (CVL, CA, CL, DD, SS); 137 amphibious (LST, LSM, APD); 26 auxiliary (AOG, ARL, ARB, ATA, ATF); 112 patrol (DE, PC, PCE); and 183 mincraft (MSF, MSCC).

What about those ships scheduled for scrapping? Before a ship is sold for scrap, the Naval History section of CNO removes all plaques, insignia, the ship's bell and wheel, and other symbols of the ship. It also saves souvenirs. It might, for example, remove several planks from the deck of an old ship. These planks would then be cut into small pieces and given to men who request a souvenir of the ship.

After a ship has been stripped of its historical material, it is ready to be sold for scrap. Here again there are certain restrictions. All major ships, for example, must be scrapped in the United States. This insures that the ship cannot fall into the hands of an unfriendly country or that a gallant war veteran be reduced to some ignominious service.

SINCE THE MODERN Reserve Fleet was started soon after World

War I, it has proved its worth several times. The most recent examples were the Korean Conflict in 1950 and the period following the Suez crisis in 1957.

Just before the start of the Korean fighting the Reserve Fleet was packed with 2258 ships. By December 1951, about one-and-half years later, over 550 ships had been activated for use during the national emergency.

Following the Suez crisis, and at the time of the Lebanon incident, many merchant-type ships and auxiliaries were reactivated—a large number from the National Defense Reserve Fleet.

An even earlier gap filled by ships from the Reserve Fleet, and the one that initially proved the worth of this group of ships, was the 50 destroyers which were transferred to Great Britain during the early stages of World War II. Until that time, few persons, either civilian or naval authorities, recognized the real importance of a Reserve Fleet.

There was one man in our history, however, who recognized the need for a Reserve Fleet over 100 years before we actually started one. He was President Thomas Jefferson. In 1802 he wrote to a Philadelphia architect, Benjamin Latrobe, and asked him to design a drydock for U.S. Navy frigates.

Latrobe's plan, which would have cost \$417,276, called for ships to be laid up in a building drydock. The ships would have been floated into the spaces by locks, and then set on wooden blocks until needed. The plan was submitted to congress, but was later dropped.

Today the Reserve Fleet is an important counterpart of the active



WRAPPED UP—Crane lifts cover for gun mount aboard *USS Baltimore* as the cruiser is prepared for a rest.

Fleet. It will remain important so long as the ships in it can be used in the Active Fleet in case of war. Ships that are too old or too deteriorated are of no use to the Active Fleet, and thus are of no use in the Reserve Fleet.

That's the reason for the "purification" program, or weeding out process. The ships that remain should form a nucleus of good ships in a state of readiness.

—Erwin A. Sharp, JOC, USN.

TIME OF NEED—Many ships of the Reserve Fleet came to life during the Korean conflict. Here, Navymen take wraps off carrier *USS Princeton* (CVA 37).





Pickled Drydocks

THE WORLD'S LARGEST floating drydock is not in use today, but it will be available if it is ever needed. It is one of many similar type vessels berthed at the Inactive Service Craft Facility at Middle Loch in Pearl Harbor.

Established in 1947, ISCF was first primarily concerned with the maintenance and care of inactive docks. Later, in 1955, other types of service craft were added to the Reserve group.

Basically, the Facility maintains floating drydocks and service craft in a Reserve status.

The Reserve Fleet at Pearl Harbor is an outstanding example of constant maintenance. All inactive ships and craft, related equipment and records are kept in a state of preservation and readiness.

Most of the ships anchored and

moored at Middle Loch date from World War II. Many were reactivated to serve during the Korean conflict.

The officer in charge is responsible for the readiness of over 100 Reserve ships and craft berthed in Middle Loch. He and his staff of approximately 200 wage a constant battle against the corrosive effect of salt water, weather and time.

Today, the types of ships attached to ISCF include:

- The AFDB, a non-propelled, self supporting drydock composed of seven sections for cruisers and a 10 section dock which can accommodate the *Essex*-class aircraft carriers we have today.

The sections are joined together at the location where the dock will be based for use.

- The AFDL, a single section,

non-propelled dock large enough to handle craft smaller than a destroyer.

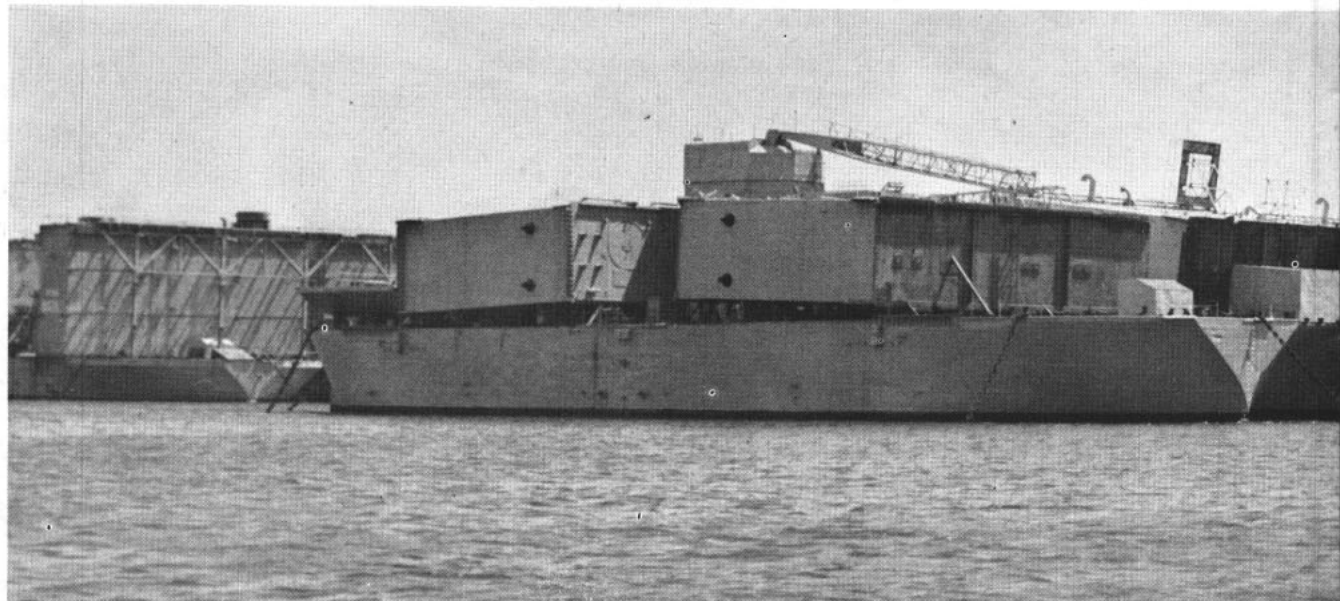
- The ARD, a single section, non-propelled, with a ship hull, the stern having a gate which is opened as the vessel is submerged to allow large submarines or smaller craft to come in over the stern for drydocking.

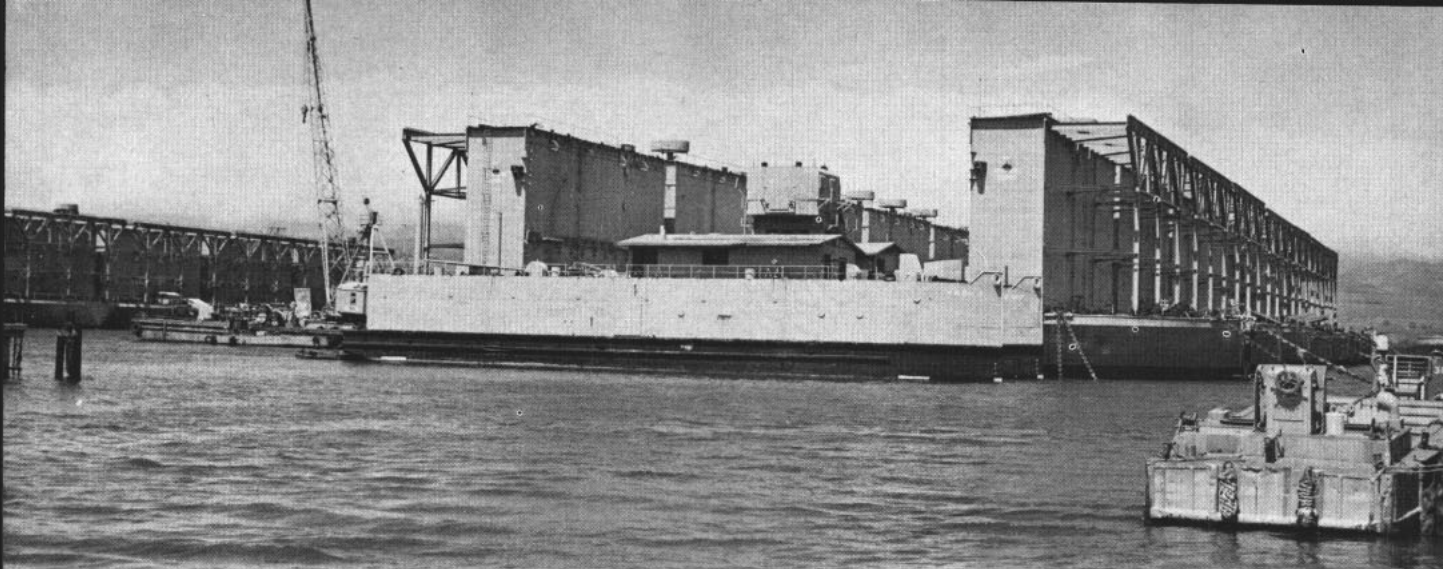
- The YFND, a covered lighter or barge equipped with shops and equipment for repair work that the floating drydock can not complete in her own shop. Sometimes it is equipped with living quarters if the floating drydock can not accommodate all the personnel assigned.

Other ships of the auxiliary and support class berthed at ISCF include yard cranes, yard oilers, water barges and various other types of vessels.

The activity maintains the records

STANDING BY — Biggest floating drydock rests in mothballs. Above: Navymen of ISCF work in smaller drydock.





SHIPSHAPE Navy men of Inactive Service Craft Facility at Pearl keep their Reserve-status craft ready for action.

of these ships, prepares shipyard work requests for repairs, and is responsible for inventory of equipment.

These vessels are sealed and a dehumidification system, which prevents moisture from collecting inside the hull, is installed when possible to keep corrosive elements from collecting on interior metal surfaces. Containers of humidity-absorbing silica-gel are placed in sealed compartments if de-humidifying equipment cannot be installed. The containers are inspected periodically, and are replaced if they have become too saturated.

Exterior surfaces of the vessel are protected by constant chipping, painting and scraping in areas where rust is prevalent. Underwater surfaces are given a going-over during periodic drydock maintenance at the Pearl Harbor Naval Shipyard.

Six divisions are responsible for preserving and maintenance of the

craft in Middle Loch.

The First Division is responsible for preserving deck and gunnery parts of the ship. Their primary concern is preservation of exterior surfaces.

An Electrical Division is responsible for the maintenance of the dehumidification equipment. It is also responsible for overhauling and repairing all electrical and electronic equipment at ISCF.

The "R"—or Repair—Division is responsible for fire protection and safety at the activity. It also sprays a protective coat of plastic seal on the ship's machinery.

The men in "A" Division maintain the operation of all the activity's pumps, diesels, compressors and refrigeration equipment. They also handle all the transportation.

The I & R Division is split in two teams. The inventory team is responsible for the inventories on all machinery on the ships. The RIAL



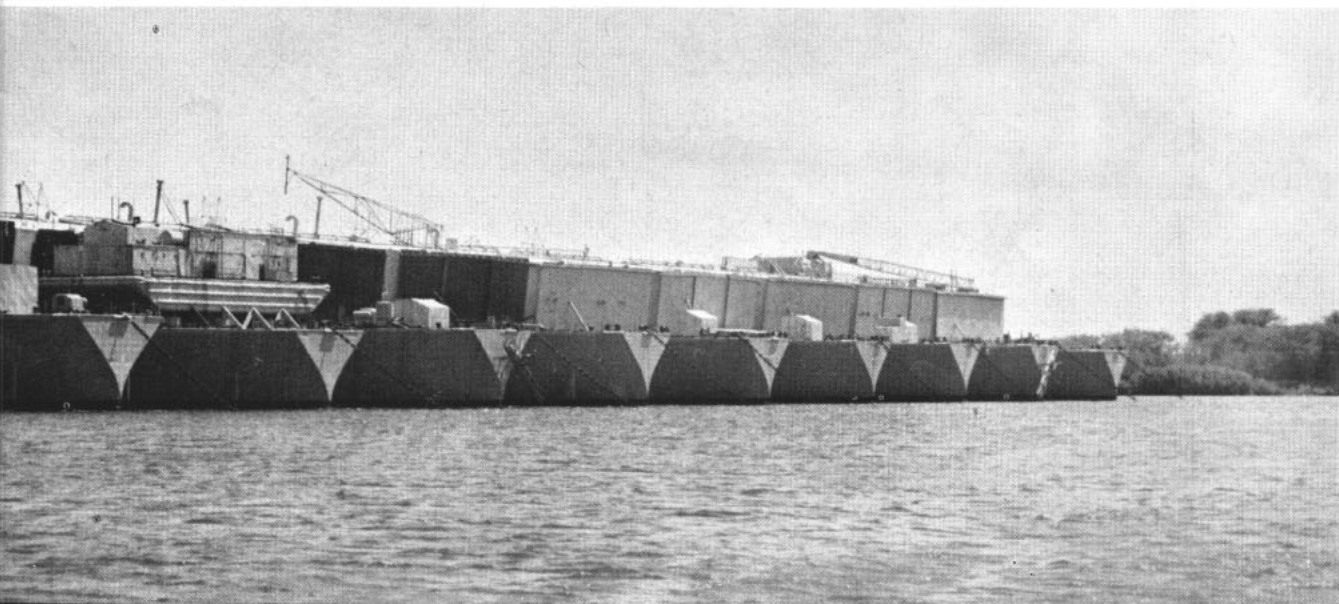
(Reserve Inactive Allowance List) team lists all equipment and machinery on board ISCF units.

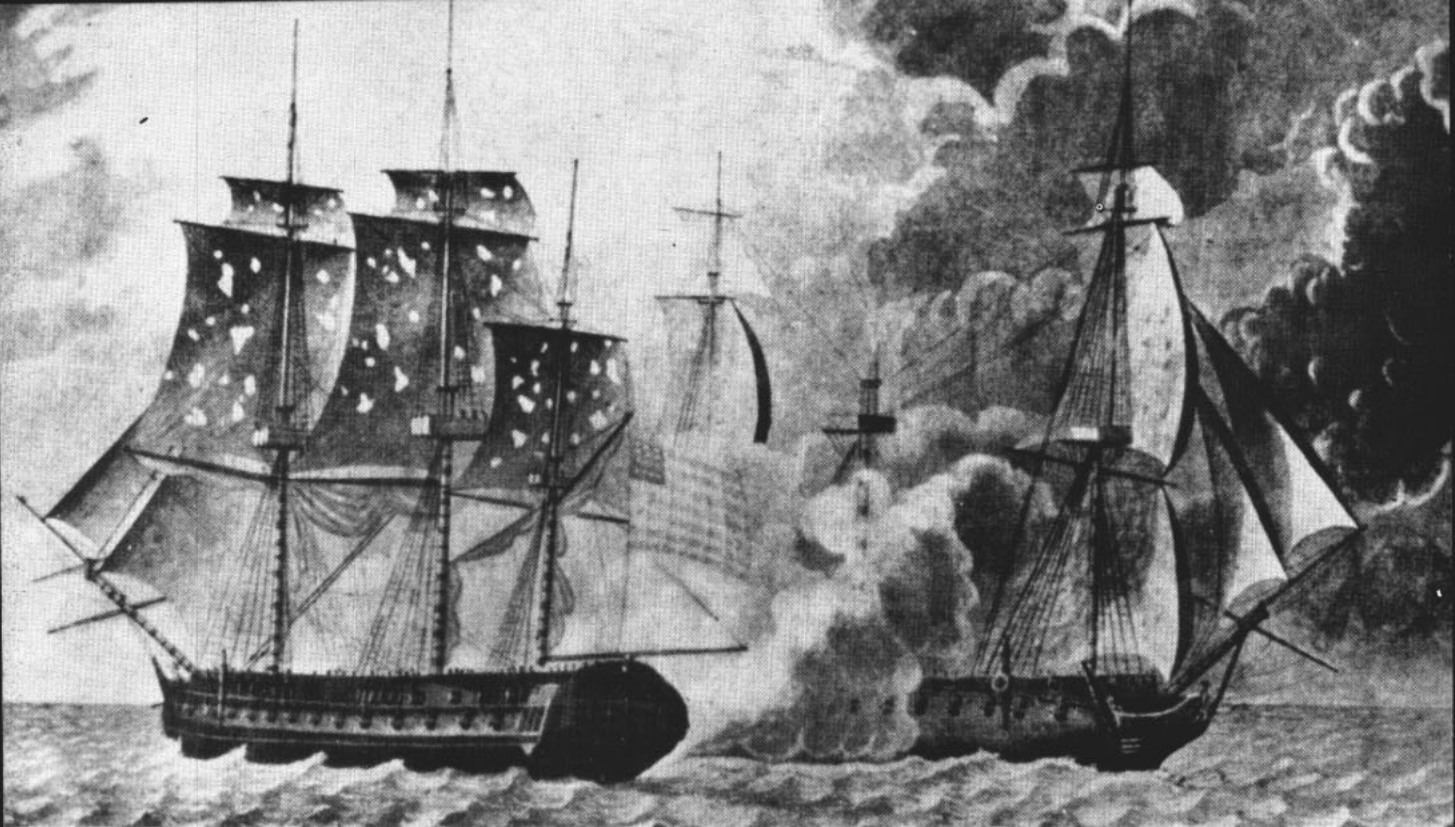
The O & I Division is responsible for security of inactive craft undergoing shipyard overhaul and inspecting final shipyard job orders.

They're all ready—in Reserve.

—Dick Haraldson, SN, USN.

FLOATING DRYDOCKS in Reserve at Pearl need constant care. Above: Engines are worked on in ISCF shop.





Constellation Stars Again

MODERN BALTIMORE—a very big and very busy port—doesn't look much like the old Maryland city that witnessed the launching of the United States Frigate *Constellation* back in 1797. But some reminders of sailing ship days are still around.

For instance, there are streets along the waterfront today where the air still holds the siren fragrance of spices from exotic lands—a scent that has stirred the wanderlust of men for thousands of years. There are some shipyards where you can still hear the thump of calking mallets and notice the smells of oak and pitch and pine that were common when *Constellation* was being built. And, if you know where to look, you can also find proud old *Constellation* herself—being repaired in one of those yards, alongside the ordinary boats and barges that are the main wooden vessels still around nowadays.

Today, the old "Yankee Race Horse" ain't what she used to be. Her paint—a quarter of an inch thick in spots—is peeling. Many of her planks are rotten. Her guns and masts have been taken away from her. A shed-like structure on her weather deck makes her look a bit like Noah's ark.

And below decks, plywood bulkheads, thrown up when *Constellation* was the World War II flagship of the Atlantic Fleet, contrast harshly with the older parts of the ship.

Despite *Constellation's* present sad state, she is far from the end of the trail. In fact, she now has a chance to regain much of her long lost

youth—thanks to the fund-raising effort of the *Constellation* Committee, and to the way Navymen and civilians are lending a hand in those efforts. If the committee can raise enough money within the next few months, the restoration of the famous warship can probably be completed by the end of this year. If not, the work may drag on for at least two or three more years.

According to the committee, which is dedicated to *Constellation's* preservation and restoration, this ship is "the oldest vessel in the world still afloat." Designed by Naval Constructor Joshua Humphreys, she was built at the shipyard of Samuel and Joseph Sterrett in Baltimore, under the supervision of CAPT Thomas Truxtun (who was to be her first skipper) and Naval Constructor David Stodder. She was planned for 36 guns, but generally carried 38.

Her keel was laid in 1795, which was before we even had a Navy Department. Originally she was one of six warships Congress provided for as a means of protecting American commerce from the depredations of the Barbary pirates. (Others in the group were the frigates *United States*, *Constitution*, *President*, *Con-*

FIRST SKIPPER CAPT Thomas Truxtun, took frigate to sea in June 1798.



gress and Chesapeake.) Work on the six was suspended when a treaty of peace with Algiers was ratified in November 1795, but an Act of Congress approved 20 Apr 1796 authorized resumption of the work on *United States*, *Constitution* and *Constellation*. The latter was launched on 7 Sep 1797 — a little more than a month before *Constitution*, which is also still afloat.

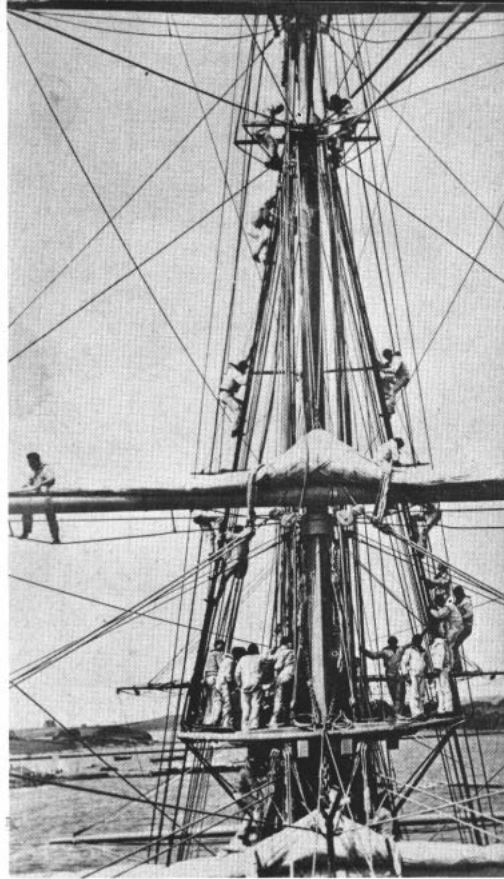
In 1798, because of the naval war with France, *Constellation's* fitting out was stepped up to get her ready for sea. Under CAPT Truxtun's command, she first put to sea in June 1798. Her first big fight took place on 9 Feb 1799 off Bassaterre, in the West Indies, where she captured the 40-gun French frigate *Insurgente* after an action which lasted a little over an hour. She also fought a memorable duel with the 52-gun frigate *Vengeance*, which hauled down her flag two or three times during the battle without her signal of surrender being seen aboard the American ship.

During the early 1800s, *Constellation* took part in a number of operations against the Barbary corsairs. In the War of 1812, although she was blockaded in Chesapeake Bay, she still did quite well in several brushes with British forces around Norfolk, Va. After that, she ranged over most of the world to carry out a wide assortment of duties during the next several decades—South America, the West Indies, the

Mediterranean, the East Indies, China, Hawaii — wherever there was anything doing. For example, in Hawaii in 1843, her presence helped keep the islands from being ceded to Great Britain.

In 1845 *Constellation* was laid up in ordinary at Norfolk, Va., where she remained until 1853. The following year, she was taken to the Navy Yard and converted into a 22-gun sloop of war. Ready for sea again in 1855, she continued to lead an active and useful life for most of the next 100 years. For instance:

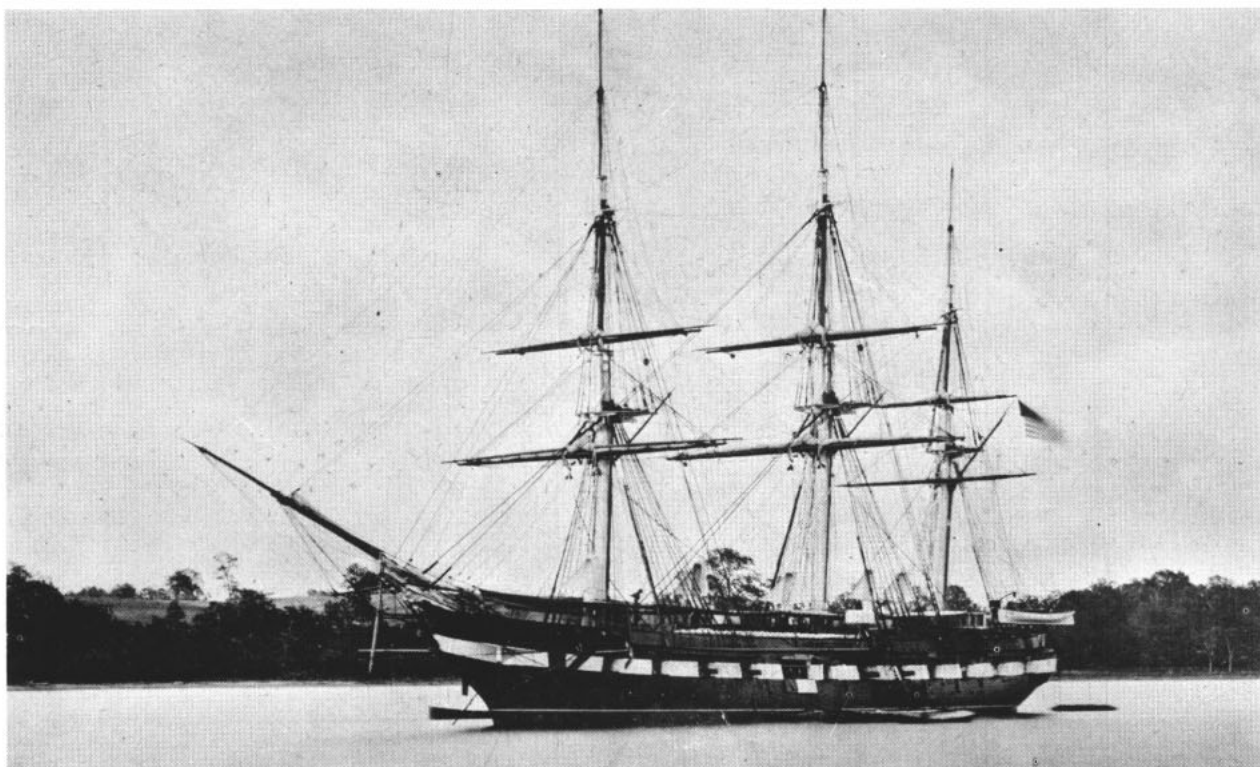
- Between 1859 and '61 she captured several slave ships off Africa.
- During the Civil War she helped protect Union commerce from Confederate raiders in the Mediterranean and eastern Atlantic.
- In the 1870s and '80s she made repeated midshipman training cruises, carried cargo for the Paris Exhibition of 1878 and transported relief supplies to Ireland in 1880, during the famine there.
- In September 1892 she sailed for Europe, to collect works of art for display at the Columbian Exposition, returning to the United States with them in February 1893.
- From 1894 to 1914 she served as receiving and stationary training ship at Newport, R. I. That assignment was interrupted in June 1914, when she was towed to Norfolk, to be stripped of all modern gear and returned to her original appearance as nearly as possible. That done, she

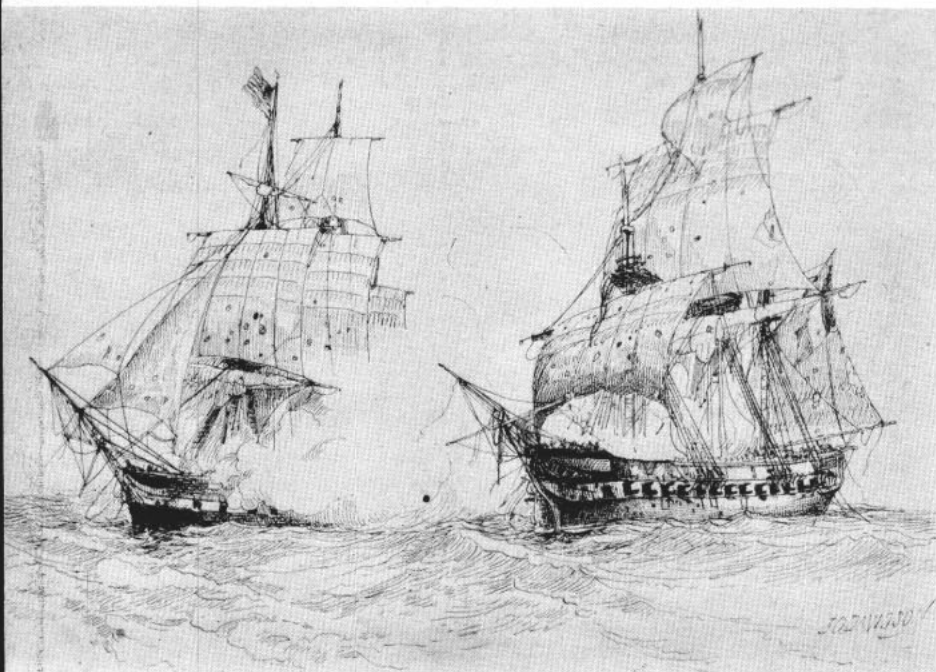


OLD TIMERS turn to in the rigging of tall-masted old USF *Constellation*.

visited Baltimore and Washington, D. C., before returning to Newport in 1915 to resume her duties as training ship. Except for a special trip to Philadelphia in 1926, during the Sesquicentennial Exposition there, she continued to serve in her

HERE'S HOW Frigate *Constellation* looked back in 1881 at U.S. Naval Academy. Aim is to keep her that way.





ANOTHER VICTORY—USF *Constellation* under the command of CAPT Truxtun is shown in drawing in a famous duel with 52-gun French frigate *Vengeance*.

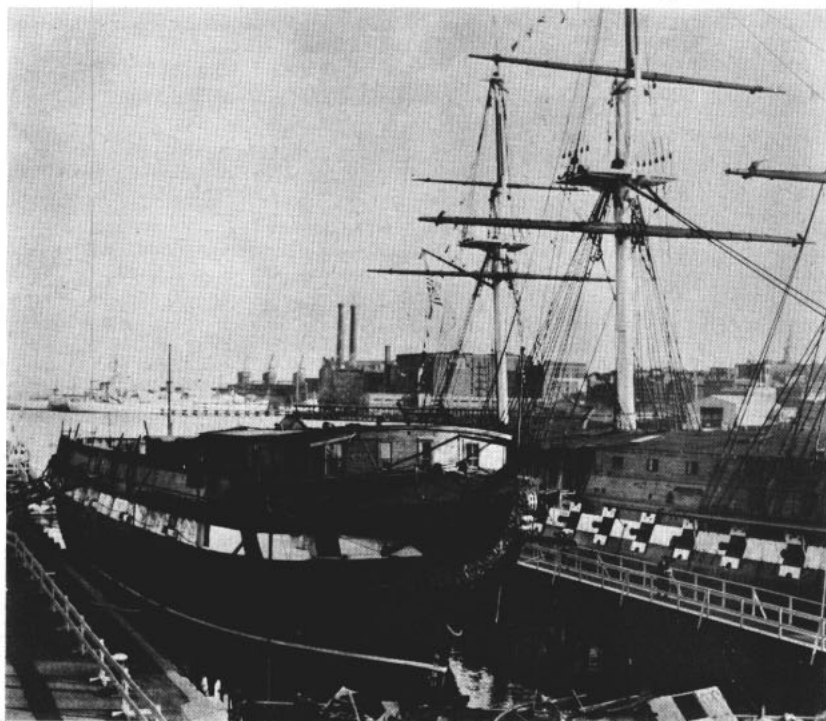
training ship billet until 1940.

- On 24 Aug 1940, *Constellation* was placed in full commission as Flagship of the Atlantic Fleet. During the next two and a half years she served at various times in that capacity and as flagship of Com-

mander, Battleship Division Five, Atlantic Fleet.

Following World War II *Constellation* went into a decline (although she was officially in commission until after the Korean conflict). She wasn't decommissioned until

NOT WHAT SHE USED TO BE—Today the 'Yankee Race Horse' has lost much of her beauty. However, the *Constellation* Committee is working to restore her.



1955, when she was stricken from the Navy's lists and presented to the city of Baltimore and the state of Maryland as a gift. Since then, the *Constellation* Committee has been doing its best not only to keep her alive, but also to help her recapture her lost youth.

The committee has, as its national chairman, Fleet Admiral Chester W. Nimitz, who received part of his early naval training on board *Constellation* as a midshipman. The group's vice national chairman is Admiral Arleigh A. Burke. Also serving on the committee are naval historians and prominent Baltimoreans.

In addition a couple of Navymen are doing their bit to tell the Navy and the world about *Constellation*. These two super salesmen are Lieutenant Commander Vincenzo Lopresti, USN, Officer in Charge of the Navy Recruiting Station in Baltimore, and C. A. Malin, PNC, USN, his right-hand man. Neither of them is a PIO by trade, but both have told *Constellation's* story so well and so often that they've gotten publicity for her through practically every medium of communication from network TV to jungle drums and smoke signals.

LCDR Lopresti has had previous contact with the old girl. He's known her since 1936, when he received marlinespike seamanship drills on board while he was in boot camp at Newport.

Most of the efforts of the Lopresti-Malin team are aimed at boosting the sale of *Constellation* souvenir medals, 200,000 of which have been made so far out of copper spikes removed from the old ship during her restoration. The medals, about the size of a fifty-cent-piece, can be obtained at the rate of one for each dollar paid to *Constellation's* cause. Besides being handsome souvenirs (or lucky pieces if you prefer) the medals serve as lifetime passes for their owners to visit *Constellation* without charge when she goes on display, and they make it possible for anyone actually to own a small part of this famous ship.

The *Constellation* Committee has launched a three-pronged sales campaign to get word to the Navy about the sale of the medals. Navymen on active duty have been informed of the project via a SecNav Notice issued last summer and through letters sent out to the commanders of all ships and stations along with

consignments of the medals. Retired Navymen and members of the Fleet Reserve got the word through notices mailed to them, and Reserves are hearing about the drive through announcements via their drill units.

The Navy's response to this campaign has been enthusiastic. LCDR Lopresti and Chief Malin sometimes work until the wee hours of the morning to fill all the orders that pour in to "*Constellation*, Baltimore, Md." — the mailing address for the drive.

One old-timer, now living in the Far East, enclosed this note with a well-worn one-dollar bill he sent in for a medal:

"Sir:

I would gladly give more, but it is hard for me to find dollars in this part of the world. I have kept my last one, and am enclosing it. This one-dollar bill was with me for 10 years."

By return mail, the writer of that letter received not only a *Constellation* medal, but also a brand new dollar bill. Within two weeks the *Constellation* Committee heard from him again — this time with a check for three dollars and a letter ordering two more medals.

Quite a few retired Navymen have sent notes and letters like these to the ship:

- "The card about *Constellation*, which I received in the mail brought back recollections of 1903. When I was a nine-dollar-a-month apprentice boy at Newport, R. I., I helped replace all the old running rigging on *Constellation*."



SOUVENIR MEDALS are struck from copper spikes used in first construction.

- "The mention of *Constellation* reminds me of those turn-of-the-century days when I received my first seamanship training on board. 'Lay aloft!' — 'Loose and furl!' — those were the happy days.

"We old-timers appreciate the work being done to save this wonderful old ship for posterity. While serving on board *uss Topeka*, a bark-rigged sailing ship, I was around when the old guardo (receiving ship) *Wabash* was sold to a junk dealer, and I watched with shame when she was towed over to the mud flats in South Boston and burned down for the copper spikes in her.

"We are all happy that *Constellation* didn't pass out the same way."

- "I was one of the lucky sailors (an apprentice seaman at the time) chosen to make up a crew of 32

which took *Constellation* from Newport to Philadelphia in 1926. Most of this crew stayed intact and brought the ship back to Newport after spending six months on board during the Sesquicentennial Exposition.

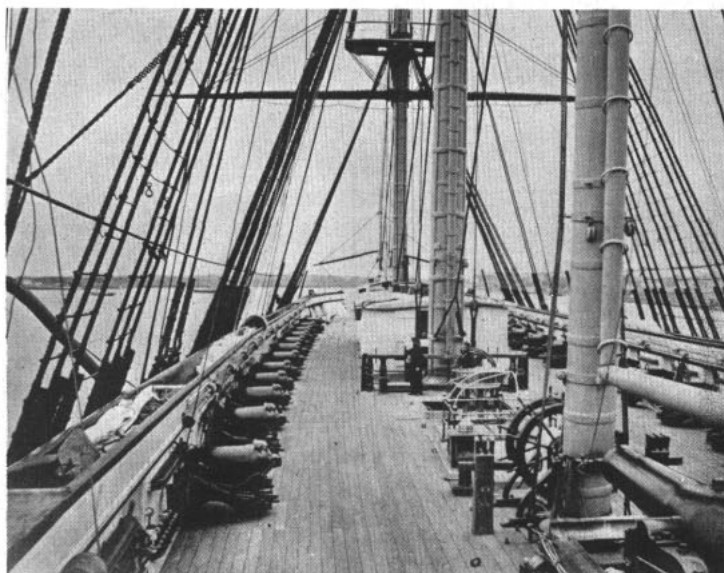
"I am mighty proud to say I was one of *Constellation's* crew at that time, when thousands of people visited the ship. All of them appeared to be favorably impressed with her."

One note that arrived pretty well summed up the whole Navy's attitude toward saving *Constellation*. It said:

"Many thanks for the privilege of getting a chance to help. If you should run short of the amount you need to put her in seafaring condition, let us know. We'll come across again."

—Jerry Wolff

GOOD OLD DAYS—Photos show how gun deck (left) and spar deck (right) looked when frigate was in good shape.





DOUBLE DUTY—Assignment to a Navy ship could bring collateral PIO duties.

FEW SHIPS IN THE NAVY are large enough to warrant a billet for a full-time Public Information Officer. So every year hundreds of more or less unsuspecting individuals find themselves holding part-time jobs as the "news agents" of their ships.

In the modern Navy, it would be nice if every collateral-duty PIO had experience in newspaper work, writing, public relations or advertising. The hard fact, however, is that most ships will have to get along without people who've had that sort of experience, since the PIO is often a

newcomer to public information work. If you're in this category, the information on these pages may help to ease your lot.

Actually, the lack of experience is not so big a handicap as it might seem at first glance, for the attitude and common sense of a part-time PIO can go a long way toward overcoming the obstacle of inexperience.

One of the most important qualities a good PIO should have is enthusiasm about the Navy, his job and his ship. Without that, he's like a salesman who isn't sincere about his



AWARDS are of interest back home.

On the

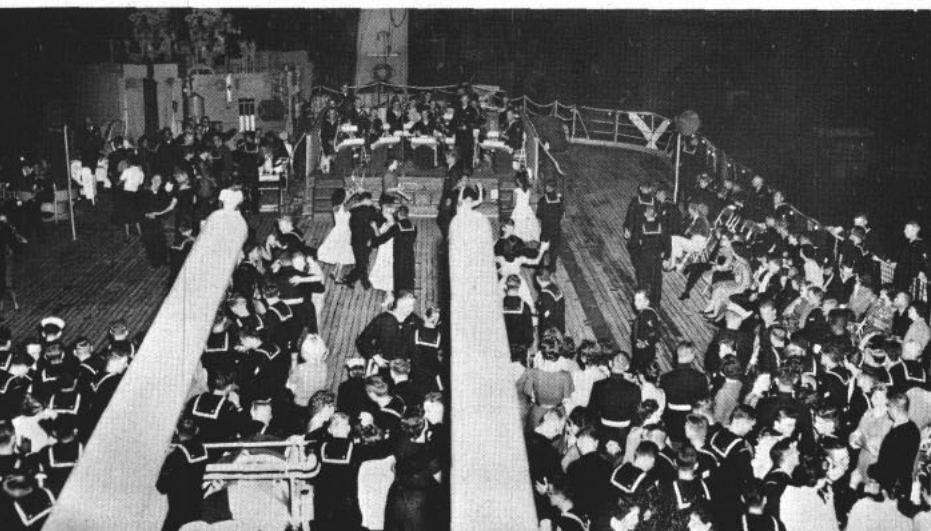
product—he'll probably have a tough time selling it.

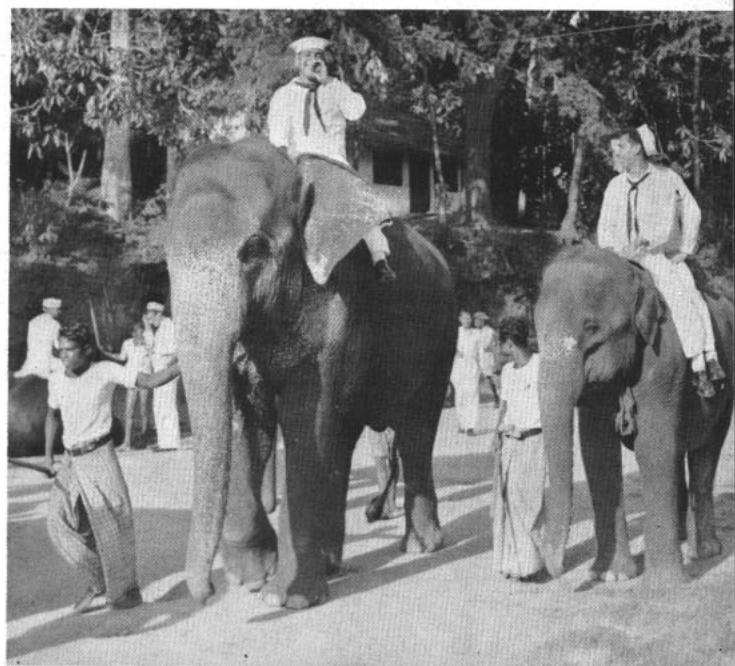
Another valuable asset is above-average intelligence, for there are times when a great deal may depend on the PIO's ability to think fast and make sound judgments. An even temperament is also good to have, so the PIO won't get rattled by the rush and pressure of his work should the ship become involved in something big, or should some of his plans go wrong. And, initiative—the kind it takes to make public relations a fire-prevention, not a fire-fighting operation—is important too.

As to personality, the PIO should be the sort of person who enjoys dealing with people, and who is able to mix with all kinds of them. This doesn't mean he has to be the back-slapping, "Hi there, Charlie, old buddy" type. Usually, a quiet, reserved person is better liked, and often the more efficient public relations man.

Although a part-time PIO doesn't have to know everything about public relations or the Navy, he should have a good working knowledge of his ship and the Navy, and he should be familiar with the missions and techniques of the Navy public information program. Briefly, the chief

GOOD COPY—Recreational events interest the community as well as Navy.





GET THE PICTURE—Good photos of Navymen returning home and visiting faraway places usually make the papers.

Go with a Part-time PIO

mission of that program is to keep the general public and the people in the Navy informed of:

- The Navy's role as an instrument of national policy and security.
- The activities of the Navy, so far as they can be publicized within the bounds of military security.
- The responsibilities and functions of the Navymen as a United States citizen.

The shipboard PIO deals mainly with information for and about the Navymen aboard his ship, since his time for public information activity is usually limited, and since his means of reaching the general public are restricted. He is concerned with making sure the men in the ship understand the part they play on the national defense team, and with getting them to communicate the Navy story to their families and friends. Along the same lines, an even more important part of his activity is seeing that the Fleet Home Town News Center is supplied with stories about the men in the ship, so the stories can be distributed to the home-town newspapers of the men involved.

Every ship is a constant source of news and feature stories that would be of wide interest both in and out of the Navy. Unfortunately, the col-

lateral duty PIO doesn't always have time to go looking for them, but he should train himself to watch for good Navy stories within his command, and he should know how to exploit such stories when he finds them.

If the PIO has the ability to do that, he can turn even the most minor event into something newsworthy. For instance, during a cruise from the West Coast to Pearl Harbor, a Navyman was transferred by highline from a destroyer to a cruiser for an emergency appendectomy. The transfer operation, showing the stretcher in mid-air on the highline was photographed, and an alert PIO had the picture rushed by hand to the city editor of a Honolulu newspaper. The picture appeared on the front page in competition with beauty queens and Aloha Week.

Another good example of the smart exploitation of a story involved *uss Mount McKinley* (AGC 7). A local newspaper in San Diego, Calif., had run a story to the effect that the good old sea traditions were on the way out. At this time, *Mount McKinley*, as part of a continuing effort to emphasize tradition, had revived the boatswain's chorus. A picture was taken of four boatswain's mates

calling away the first watch, and the picture and a story were given to the paper that had run the item on dying traditions. The material was published as a Sunday feature, and that publicity led to an appearance by the chorus on a well-known television program. At the same time *ALL HANDS* used the photo of the chorus as a cover picture.

The big events nearly always exploit themselves. The little, almost routine happenings are the ones that require conscientious development.

What can be done with the transfer of a sick or injured Navyman has already been shown. Among other events which can be exploited are the awarding of medals, commendatory masts, reenlistments, homecomings from forward areas, athletic events, advancements in rate, visits of foreign officials, ships' anniversaries and visits to places of interest. Naturally, no matter how good a PIO is, he's not going to hit front pages all over the country with stories on such subjects as these. But, if he's alert, he can still get pretty good mileage out of them.

Take an athletic event (and again the publicity-smart *Mount McKinley*) for example:

Of greatest news interest is a con-



NATURALLY visits by movie stars and VIPs make news. Fleet Home Town News Center will pass the word about crew.

test with an international flavor—such as an Anglo-American Field Day conducted between *uss Mount McKinley* and British forces (including a British base and the Australian ships present) at Kure, Japan. The whole program was engineered as a means of promoting international good fellowship. Action photos were taken of all events, and press releases and pictures were given the widest possible distribution. As a result, stories appeared in a British newspaper published in Japan, in *ALL HANDS* Magazine and in the newspaper of the Amphibious Force, Pacific Fleet. In addition, the event was broadcast over the British Armed Forces Radio in Japan.

For another example, take visits to places of interest:

Whenever a ship visits a foreign port, a large-scale attempt should be made to procure good photos of men on liberty there amidst interest-

INSIDE JOB—PIO should keep ship well informed by using newsletters, bulletin boards, PA system, etc.



ing surroundings. A standardized story, in which only name, rank, home town address and name of parents need be changed, can be worked up for distribution through the Fleet Home Town News Center along with the photos. The fact that Seaman Johnny Jones, son of Mr. and Mrs. William Jones of Centerville, is visiting the Hanging Gardens of Slobovia may not be the biggest news in the world, but there's a good chance it will be news to the readers of the "Centerville Clarion and Bugle."

Besides the more routine affairs, there are all sorts of special projects—ranging from charity drives to Presidential Reviews—to help keep the PIO busy. And, when he runs out of these things, he can exercise his initiative and originality by digging up his own material. For instance, there are stories to be found in chow lines, the anchor, navigation, the signal bridge or just about anything else aboard ship that a clever PIO puts his mind to.

Even the best idea in the world can fall flat if a story or picture is poorly done, or if the PIO isn't familiar with the mechanics of getting an item distributed to its most likely user.

One of the major troubles with pictures is the failure of the cameraman to catch atmosphere. Instead, he merely gets a picture of something without representing the spirit of the occasion. For instance, say a ship is arriving home after nine months in the Med. The atmosphere is full of the excitement of Navy-men's reunions with their families. However, the pictures show the end of the pier with a blurred crowd overshadowed by a gawky crane—

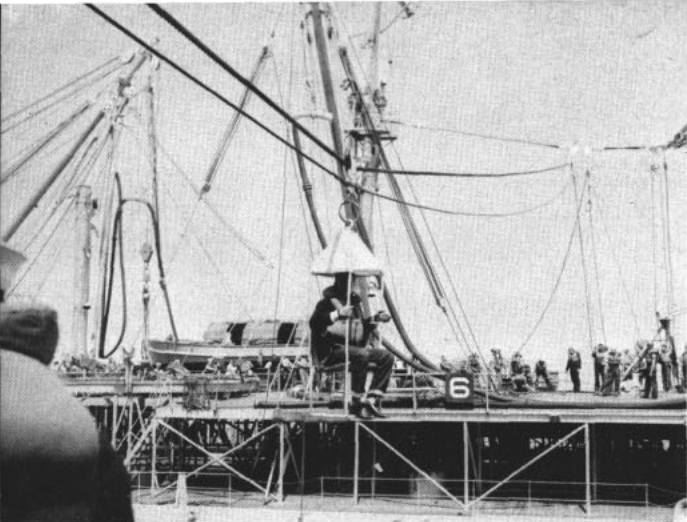
no atmosphere—no story—no good.

Another trouble is failure to relate the picture to the ship and the Navy. After all, where is the Navy angle in a picture of costumed Japanese dancing girls welcoming a ship to Yokosuka, if neither the ship nor Navy-men are visible in the photo?

Sometimes, valuable shots are missed because only one photographer is assigned to cover an event, so two cameramen should be on hand whenever possible. And, of course, they should have an adequate supply of flash bulbs and film. Incidentally, it's a good idea for the PIO to keep in close touch with the ship's camera club, and to know what's cooking in the way of sight-seeing tours and such, so he can take advantage of any pictures suitable for release.

One photographic point to be especially careful of is the matter of re-posing what should be an action picture or—what amounts to the same thing—holding an action pose while the camera is adjusted. Nothing dies quicker than a spontaneous smile. To "hold it" chilled in place makes a frozen picture. A handshake—which isn't the most original shot in the world anyway—becomes even more deadly if it has to be held for five minutes while the photographer fiddles with his camera.

Equally deadly is the posed hands-across-the-sea picture showing two persons shaking hands at an unnaturally extended distance, with much wasted space between them. Move your two principals closer together and strive for more facial expressions. Remember that editors won't use pictures that require a large width unless they're exceptionally good. Don't have too many peo-



STORIES ON emergencies handled at sea and visits aboard ship keep the public informed on what the Navy is doing.

ple in the picture and be sure to identify fully all people in the photo.

Last but not least is the matter of speed in developing, printing and forwarding pictures. Often, a delay can mean the difference between having a photo wind up in an editor's wastebasket or on the printed page.

As for stories, when and how quickly they are written depends on their subject. The best advice on spot news is to get it written up and sent in yesterday. Articles about anniversaries, holidays and other events which can be planned for in advance, can be done well ahead of time and given a release date to correspond with the occasion. It is handy to know deadline dates. For example, feature articles for some Sunday newspapers must be in by Wednesday afternoon, and many monthly magazines—including ALL HANDS—like to work a couple of months in advance.

Frequently, the photograph of an event tells the whole story, but it still needs some sort of caption. The caption should be able to stand alone; that is, tell a complete, abbreviated story, concerning the accompanying photograph.

Accuracy is, of course, very important, for many an otherwise good story has been ruined by a seeming unimportant error in fact.

You don't have to be a great writer to turn out an acceptable news or feature story. Just keep your sentences short and easy to read, put your emphasis on the most unusual or interesting aspect of the story and don't try to get fancy.

There are many outlets for the material you produce. The Fleet Home Town News Center, located at the U. S. Naval Training Center,

Great Lakes, Ill., handles thousands of releases a year from ships and stations all over the world. Details on submitting material to Fleet Home Town News Center can be found in the *Public Information Manual*.

Good "markets" for your material are the following: ALL HANDS, "house organs" of various type commands (DESLANT's "Destroyerman" for instance), ALL HANDS, civilian newspapers in your ship's home port, ALL HANDS, and assorted naval and military publications.

Press releases and photographs for consumption outside the Navy are not the PIO's only concern. It's also important—especially from a morale standpoint—for the men in the ship and their families to be well-informed. Among the means for keeping the ship informed are the Plan of the Day, PIO and Special Services bulletin boards, daily mimeographed news sheets, newscasts over the PA system and, of course, the old tried and true method of passing the word at quarters for muster. For keeping the men's families in touch with the ship and the Navy, there are such devices as weekly newsletters from the ship's skipper, family visits to the ship, wives' clubs and special letters from the skipper to the families of men who have been commended or advanced.

Community relations are important too, for the identification of a ship and its families with the local community is the essence of good public relations so far as an individual ship is concerned. Visits to the ship by school children, orphans, Sea Scouts, civic groups and such—in both American and foreign ports

—are ways to help establish friendly relations with a community.

To help make these visits more pleasant, bilingual signs and interpreters are a couple of "little" touches to remember in foreign ports. In either foreign or American ports "Welcome on Board" pamphlets and pictures of the ship make a hit.

On newsworthy photos or pictures of national interest, negatives should be airmailed to the Naval Photographic Center as quickly as possible, sending CHINFO a set of prints (contacts will do) and a copy of the forwarding letter. Spot news with national appeal, especially human interest, should be sent to CHINFO by message, giving full names and home towns.

As you've probably gathered by now, the PIO can find plenty to keep himself busy.

He can also find plenty of satisfaction in his work—once he gets rid of the idea that his job as PIO is "just another collateral duty."

—Jerry Wolff.

NAVYMEN MAKE NEWS—Re-enlistment of crew members is played up in hometown and service papers.





GOING UP—USS *Edmonds* negotiates tricky currents at Bonneville Locks.

AND NOW, the U.S. Navy has sailed through the mountains of the far Northwest.

USS *Edmonds* (DE 406) has completed a cruise up the Columbia River from Vancouver, Wash., into the interior of Oregon and Washington to The Dalles, Ore.

There, established as the first Navy vessel to sail on the Upper

Columbia, *Edmonds* was given a royal welcome, participated in community programs, and held open house for 6900 guests.

The people loved it, and so did the sailors.

For the people of the upper Columbia in such towns as Hood River, Ore., Stevenson, Wash., and The Dalles, it was much like a combina-

tion of the Fourth of July, a picnic, and a homecoming game.

As *Edmonds* made the 90-mile cruise, people flocked to the river from miles around. They jammed every clear spot that afforded a view of the Columbia, from the water level to the tops of the high, sheer cliffs that line much of the route.

They waved and waved, anxious that the Navy be assured it was most welcome here where it had never sent a ship.

No warship had ever sailed to The Dalles, two mountain ranges east from the Pacific Ocean because only now, the 27-foot channel, necessary for an ocean-going vessel to negotiate the swift, treacherous currents, is being completed to The Dalles.

No other ship had sailed the same course until *Edmonds* made the voyage. One vessel did make the same trip in 1938, the small freighter ss *Charles L Wheeler Jr.*, but even the little 289-footer had trouble in the then 19-foot channel and bumped

Following

the rocks on occasion. She arrived considerably shaken up.

Even the weather was good. Although the Northwest had been having a period of heavy rain, *Edmonds* encountered only a shower or two.

As she followed the route downriver, sunshine illuminated the beautiful Columbia Gorge cliffs that channeled Lewis and Clark to the sea in October and November of 1805.

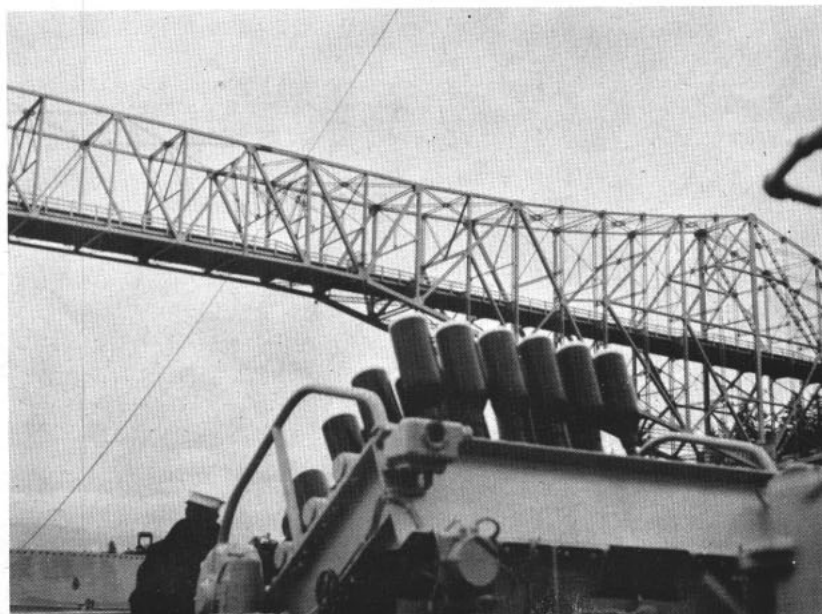
Edmonds departed Vancouver at 0600 with her regular crew and some 45 guests aboard. Towns along the river, city, county and state governments, schools, port districts, and other military services were all represented.

Edmonds' skipper, CDR M. C. Lee, was busy conning his ship with the aid of two river pilots and welcoming the guests aboard, but he took time to recognize the many towns along the banks of the Columbia with loud blasts of the ship's whistle.

When *Edmonds* reached Bonneville Dam at the approximate halfway point of the voyage, she passed through the dam locks.

This gave the citizens of Cascade Locks, Oregon and Stevenson, Wash.,

UP THE RIVER—*Edmonds* sails under 'Bridge of the Gods' at Cascade Locks.





the Trail of Lewis & Clark

a chance to get into the act. More than 500 persons lined the lock railings as the ship entered and was lifted to the dam pool level.

Many residents of The Dalles had driven to Bonneville to see the vessel and accompany it upriver, and as *Edmonds* made the rest of the cruise, the highways on both sides of the river were crawling with cars, maintaining the same pace as *Edmonds*, which traveled at 12 knots.

As the ship proceeded further into the Inland Empire small planes continuously flew overhead and boats were everywhere in the water, causing an occasional anxious moment when they would swerve in for a close look at the warship.

Warm welcomes were received from crews of tugs and barges, some of whom were startled to see *Edmonds* suddenly glide around a bend in the twisting Columbia.

The Dalles provided a welcome guaranteed to warm the heart of any sailor.

As *Edmonds* came alongside the pier, down the dock came smart-stepping majorettes leading a large delegation of marching Booster girls. Then came The Dalles High School Band, followed closely by pretty

Wasco County Cherry Sweetheart, Sharon Parman, and her court.

These units had headed a parade which also included units of the American Legion, Sea Scouts, Navy Mothers, and the National Guard, led by a police escort.

Miss Parman presented the skipper with a three-foot cherry pie which was accompanied by enough smaller pies to assure there would be plenty for the entire crew, and the

mayor presented the key to the city.

Speeches over, The Dalles welcomed the sailors ashore on liberty with open arms and a packed schedule of events.

Saturday the sailors played golf, a baseball game, and took the three tours of The Dalles Dam which the city had arranged for them.

Sunday, with another full load of civilian guests, *Edmonds* headed westward to her Portland berth.

BRIDGE HEAD—Streamer under Hood River Bridge marked completion of voyage across the Cascade Mountain Range into Oregon and Washington.



LETTERS TO THE EDITOR

Hat's Part of the Uniform

SIR: Someone stationed here was called down recently for not wearing his hat while in a privately owned vehicle in a naval residential area. He (and I) would like to know the regulations on this subject.

I'd also like to point out that in some of the small foreign cars nowadays there is hardly enough room for a hat.—M. H. B., YN1, USN.

• *There are no regulations that cover this question specifically. However, wearing the hat is considered part of being in uniform, except in places where being uncovered is recognized by custom as more appropriate—for example, in quarters, offices, theaters and such.*

Although there are no regulations on the matter, it is considered appropriate for those in uniform to wear their hats while traveling in automobiles.

We're told that this sometimes means a close squeeze in a small car, but we think it can be done—if you use your head.—Ed.

Underway Time

SIR: We agree that the record of *uss Outpost* (AGR 10), as noted on page 41 of your January 1960 issue, is a fine one. However, we of *uss Locator* (AGR 6) are a trifle envious. We're wondering how *Outpost* managed to spend 40.56 per cent of her time in port.

Locator was underway 5796 hours and 26 minutes during fiscal 1959, for an underway percentage of 66.16. In calendar year 1959 *Locator* was underway (only) 5520 hours and 20 minutes, for an underway percentage of 63.01.

The lower underway percentage for the calendar year was a result of the one time in four years that *Locator* failed to make her sailing date. During a normal in-port period of 11 days in September 1959 *Locator* was scheduled for an alteration to her main engine, the same "Up and downer" that powers *Outpost*. Due to manpower problems she had to shift to a second shipyard, with a consequent loss of 10 days. *Locator* finally sailed on 24 September, 15 days late. This did not, however, mean a short patrol—the schedule was changed accordingly, *Locator* exchanging schedules with one of her west coast sister ships.

We are proud of our ship, and of our underway time. To anyone who thinks that six months operating in the vicinity of excellent liberty ports in the Mediterranean and Western Pacific is rugged duty, we can only say—

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

"Wanta swap?"—K.W.J., LCDR, USN.

• *We'll pass your offer on to the rest of the Fleet.—Ed.*

Four No Trumps

SIR: Some months back (See page 29, ALL HANDS, April 1960) I suggested that CAPT Herbert S. Babbitt, USN, (Ret), could make a valuable first-hand contribution to the material you have already published about *uss Scorpion*, since he commanded that ship while it was at Constantinople in World War I.

I see by the June issue that he has shed some light on the subject, but I notice he omits mention of the card game he played to keep his crew from being sent to an internment camp.

On a recent trip to my old home in New York State I found some yellowed clippings which describe this incident.

At the time the game took place, the United States was at war with Germany, but not with Germany's ally, Turkey. The Germans asked the Sultan of Turkey to seize *Scorpion* and intern

Pro Pay and Procedure

SIR: Seniority among enlisted men is continually misunderstood. The fact that a CPO in one rating is senior for military matters to a CPO in another, regardless of time in rate, is a continual sore spot among some enlisted men.

Now there comes another problem area—pro-pay. Does pro-pay have any bearing on seniority? All the instructions I have seen give only a general answer or none at all. What's the scoop?—T. B., YN3, USN.

—• *Pro-pay has no bearing at all on military precedence. "BuPers Manual," Article C-2103, paragraph 4C, says "Proficiency pay status shall not influence enlisted precedence." A YN3, for example, with two years in rate, is still senior to a YN3(P-1) with one year in rate.*

A complete listing of all ratings according to military precedence is listed in Article C-2103, BuPers Manual.—Ed.

her crew. Talaat Bey, the Turkish grand vizier (chief officer of state), came aboard with the seizure order in his pocket. Babbitt was a friend of the Turkish official and had played cards with him at the Constantinople Club. He suggested a bridge game, and proposed, further, a play for the seizure order against the ship. Talaat agreed, and the cards were dealt.

Scorpion's skipper bid and made four no trump.

Talaat pocketed the seizure order. Thus, the crew was saved from internment.—LCDR Franklin G. Babbitt, USN.

• *Thanks for the postscript. Wonder who else played in the game—or was it two-handed bridge?—Ed.*

How to Improve Your Figure

SIR: You stated in your article "Big Killing" (November 1959) that enlisted men were involved in three times as many accidents as officers. Is this percentage-wise or actual count? If it is actual count, I think the EM deserves more credit than he's given in your article.—T.J.M., PH1, USN.

• *The figures we used were taken from BuPers Notice 5101 of 3 Aug 1959, which quoted motor vehicle accident statistics for 1958.*

These figures were based on the numbers of men involved in accidents per 100,000. Here are the figures again, and unfortunately, we can't give the EMs any better credit:

Admission rate per 100,000	Death rate per 100,000
Officers 239.3	19.5
Enlisted 788.9	68.0

The figures speak for themselves. Here's one set of statistics that we can beat, however—if we use sense in driving.—Ed.

Studying for Advancement

SIR: Would you interpret Article C-7201 of the *BuPers Manual* for me? Can an enlisted man complete a Navy Training Course for other than the next higher rate, or must he wait, say, until he makes PO2 before he can take the NTC for PO1?—D.A.F., PN3, USN.

• *It's necessary to wait until you are PN2 before you can complete the NTC for PN1. The article you cite says: "At any time subsequent to advancement to the current rate a person may commence study and complete the training course for the next higher rate." The Navy works on the principle that a man should become thoroughly proficient in his rate; the best way to do this is to study one rate at a time. Therefore, a*

man is not authorized to start or complete the training course for first class until he has advanced to second.—Ed.

Postal Clerk Rating

SIR: I was a Chief Mailman from May 1945 until that rating was absorbed by the Teleman rating in 1948. Even then, I held the mail job code under the TE rating and have worked in Navy post offices and mail rooms for

some 18 years. Now that the Postal Clerk rate is back, are those of us who previously held the

mailman rate going to be changed to the Postal Clerk rate automatically or will we have to submit a request to the Bureau of Naval Personnel?

Also, will the new Postal Clerk rating badge have the same insignia as the old Mailman rate?—R.H.S., TE(YN)C, USN.

• No one will be automatically changed to the new PC rating. Anyone may apply who is interested and meets the qualifications as published in a BuPers Inst. 1440.26.

A selection board is expected to convene in the near future to select men for the new rating. Probably those selected will be administratively changed in equal pay grade to the new rating without being required to take a Navy-wide examination.

The rating badge insignia will consist of a postal cancellation stamp, similar to the old Mailman insignia.—Ed.

But Not Shocking Pink

SIR: In 1942 I was in USS Jouett (DD 396) for duty. We were operating in the South Atlantic with USS Moffet (DD 362), Davis (DD 395), Marblehead (CL 12), Omaha (CL 4) and Cincinnati (CL 6).

Jouett and Davis were painted "pink." Please inform the "Boats" on USS Stribling (DD 867). He doesn't believe this one.—N.C., SD1, USN.

• Sorry we can't give you some really crushing proof to back your statement, but we did manage to find some evidence you might be able to use.

We referred your query to the Bureau of Ships, and people there recalled having seen ships painted a "darkish pink" color at about the time you mention. However, BuShips was not directly involved in the application of pink paint.

BuShips' records indicate that some U.S. naval units operating with British Blockading Forces were painted a color known as Mountbatten Pink—which was actually a pinkish gray.

Knowing our readers as we do, we've got a hunch one of them will probably let us know more about those pink ships.

We'll pass the word on.—Ed.

Early Design of Navy Uniform

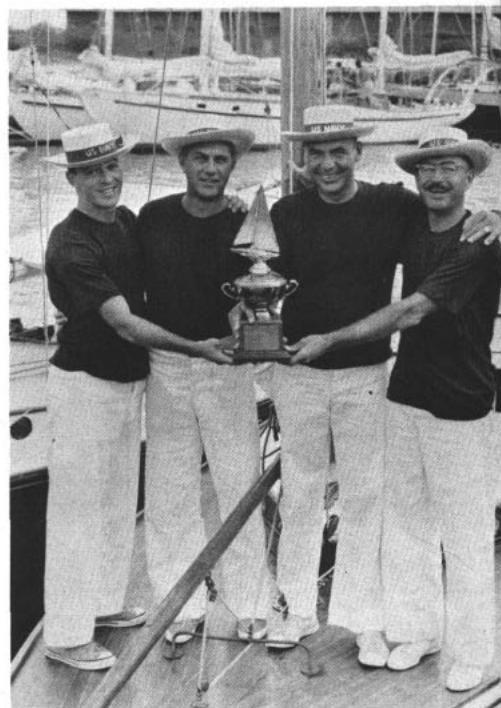
SIR: I am on recruiting duty, and was recently asked the following question: "On the enlisted man's uniform, other than Chief Petty Officers, what do the neckerchief, white stripes on the collar and two white stars on the collar represent or stand for?"

In digging around for an answer I came across the following passage in "Army and Navy Uniforms and Insignia," written by a Colonel Dion Williams: "The black neckerchief worn alike by British and U.S. sailors was made black after Trafalgar as an emblem of mourning for the great Nelson, and the three white stripes around the edge of the collar were so placed to commemorate Nelson's three greatest victories—Copenhagen, The Nile, and Trafalgar."

However, no mention was made of the two white stars, or their origin and significance.—R. W. W., YN1, USN.

• We don't want to confuse you, nor, necessarily, start an argument, but according to information available to ALL HANDS, the tradition that credits the black neckerchief with being a badge of mourning for Lord Nelson is a misconception.

The origin, as we get it, is that back in the early days of navies, it was a custom of all seagoing men to wear their hair in a braided pigtail. To make this pigtail stiff, it was customary to coat it thoroughly with grease. Since this grease would come off on the back of the collar of their coats, the men wore bandanas of all sorts, hues and colors, including black. In later years pigtailed went out of style, but the custom of wearing bandanas remained, and from them evolved the black neckerchief worn by today's Navymen.



SAILING SAILORS—Men of Pearl Harbor Sailing Club show trophy they won in an Hawaiian yacht race. (L. to Rt.) LT B. Montrose, LT J. Holian, CAPT G. C. Cook, Club Commodore, and Chief Andy Andreoletti.

In the 1850's the British Admiralty appointed a committee to design a uniform for the enlisted man. This committee found that enlisted men had been decorating their collars with more and more fanciful white designs,

LEASE ON LIFE—World War II-built USS Perry (DD 844) rejoins the Fleet with latest in ASW weapons and detection gear after FRAM Mark I renovation.





POCKET SIZED—Crew of USS Weatherford (PC 618) lines up for inspection alongside their small but complete ship now operating out of Key West, Fla.

some more elaborate than others. They settled upon the three white stripes as the standard ornamentation for the EM's collar.

Then, in 1866, it was decided that U.S. Navymen would wear on the collar of their uniforms rows of white tape with white stars in the corner: three rows of tape for petty officers, seamen and first class firemen; two rows for ordinary seamen and second class firemen; and one row for landsmen, coal heavers and boys. For a period after the Civil War this tape was removed from the uniform, and was not put back until 1876.

The significance of the stars in the corners of the collar is not clear. It's possible that they, along with the rows of tape, are an adaptation of some of the designs embroidered by those old-time sailors.—Ed.

First Concern in First Aid

SIR: We are in doubt as to what should be of primary concern when administering first aid.

The (Revision A, NavPers 10317A) AT Third and Second Training Manual says on page 13: "If there is any serious bleeding, stop it first."

The current edition of *The Bluejackets' Manual*, however, states: "Your first concern is to check the patient's breathing, etc. Serious bleeding is your second concern."

Could you clear up this conflict between the two publications? — D.F.G., PNI, USN.

• "Aviation Electronics Technician 3 and 2" (NavPers 10317-A) page 13 is correct. It is in agreement with pages two and six of the "Standard First Aid

Training Course" (NavPers 10081), which has been checked out with and concurred in by the Bureau of Medicine and Surgery.—Ed.

Fighting Ships and Men

SIR: I read in a back issue (March 1960) a letter about the ex-battleships,

Fifty Per Cent Right

SIR: I was in the Navy from 1920 to 1923, and spent most of that time on the Yangtze River, where my ship was *uss Huron*.

I was telling an old buddy about this, and when I said *Huron* had 32 boilers and eight fire rooms he didn't believe me.

Will you let me know if I am right or wrong?—H.O.G., ex-USN.

• We can't say you're right, but on the other hand, we can't say you're so far wrong either.

Huron, built as the armored cruiser *uss South Dakota* (AC 9), was one of three armored cruisers constructed under an Act of Congress of 7 Jun 1900. The other two were *uss Colorado* (AC 7), later renamed *Pueblo*, and *uss Maryland* (AC 8), later renamed *Frederick*.

All three of the ships were originally scheduled to be fitted with 32 boilers. However, only *Colorado* was actually fitted with them. *Maryland* (*Frederick*) and *South Dakota* (*Huron*) each had 16 water tube boilers.

Incidentally, until we checked with the Ships' History Section, 32 boilers sounded like a fantastic number to us, too.—Ed.

uss Idaho and *Mississippi*, which were sold to Greece in 1914. In correspondence with an authority, Mr. Vernon J. Miller, of Arbutus, Md., I received some information on these ships which might be of interest to your readers.

Rated as second class battleships when they were commissioned in 1908, *Idaho* and *Mississippi* were sold to Greece in 1914. They both served as battleships until 1929, when they were relegated to harbor duties.

In 1931 the guns of both ships were removed to serve as shore batteries.

By World War II, when the ships were little more than immobile hulks, without military value, they were sunk by German dive bombers.

Incidentally, another item in Letters to the Editor in the same issue indicates that the first action for which a Medal of Honor was awarded was that of John Williams of *uss Pawnee* on 21 Jun 1861. In this regard, I quote from J. R. Spears' "History of Our Navy," Volume Four, Page 110:

"The conflict at Elizabeth City (N. C.) is especially notable, because the deed of a heroic gunner led Congress to pass an act creating a Union Naval Medal. Says Lossing: 'An extraordinary example of heroism was exhibited during this engagement by John Davis, a Finlander, who was a gunner's mate on board the *Valley City*. A shell entered that vessel, and, exploding in the magazine, set fire to some woodwork. Davis was there, and, seeing the imminent danger to the vessel and all on board, because of an open barrel of gunpowder from which he had been serving, he seated himself upon it, and so remained until the flames were extinguished. For this brave act the Secretary of the Navy rewarded him with the appointment of acting gunner in the Navy (March 11, 1862) . . . Congress approved December 21, 1861 this act and presented him with a Medal of Honor, on which are inscribed the following words—Personal valor, John Davis, Gunner's Mate, *uss Valley City*, Albemarle Sound, February 10, 1862.'"

The act approved was the establishment of the Medal of Honor.—John S. Rowe, Chester, Pa.

• Thanks for the postscript on *Idaho* and *Mississippi*. We find it hard to justify on logical grounds, but the background of old ships of this sort has always fascinated us. You, too?

As for the other information—on John Davis' action leading to the establishment of the Medal of Honor—we think you'd better recheck the facts. You'll notice that the medal was authorized on 21 Dec 1861, while Davis didn't perform his heroic act until 10 Feb 1862—more than seven weeks after the medal had been established. Consequently, his heroism could not have led to creation of the medal, since Congress had already established it.—Ed.

Weatherford a Winner

SIR: Have you ever thought of comparing a 173-foot sub chaser with a cruiser? Such a suggestion is not as foolish as some old sea dogs may think.

If you'll bend an ear, the CO (LTJG J.S. Buggy Jr., USN) of USS *Weatherford* (PC 618) will cut you in on the scoop.

He explains that his cocky little man-o-war is carried on the Navy's books as a "complete ship." She has all the gear that the bigger ships have, but in a smaller package.

An ocean-going ship, capable of sustained operations on her own, *Weatherford* is currently operating out of Key West, Fla., conducting projects for the Test and Evaluation Detachment based there.

Weatherford has a long and useful record of commissioned service. She was built in 1942 and saw service in the European Theater of operations during World War II.

Today at Key West, the 441-man crew is willing and ready to take part in any sporting event, fund-raising drive or, for that matter, anything where competition is involved.

Weatherford is highly respected in the Key West area and the popular saying down here is "if we wanna win this thing, let's get *Weatherford* on our team."—C.R.L., ENS, USN.

• *We only wish that we received more reports similar to yours from other Fleet units—even larger ones.*—Ed.

Saved by a Snorkel

SIR: We of USS *Cobbler* (SS 344) dip our ensign in salute (and apology) to Mr. S. H. Soule and his shipmates of USS *L4* who sailed up the James River in 1920. Regarding a *Cobbler* first, our date of 1956 obviously is now no better than a second. (ALL HANDS, June 1960.)

In a weak attempt to salvage some of our laurels, we submit a revised claim—the first snorkel-equipped submarine to transit the James River to Richmond. Mr. Soule, will you relent and accept that?—F. F. Cliffords, LCDR, USN.

• *We will say this—of all the losers within recent memory, you have been by far the most gracious.*

On behalf of USS *L4*, we accept—and we're moved to hope that your revised claim stands up.—Ed.

Eye Catcher

SIR: I found your article on *Saginaw* at Kure (in reply to CAPT W. V. Gough's letter to the editor, May 1960 issue of ALL HANDS) extremely interesting. However, my curiosity was aroused — why did the coxswain in the boat that made the trip to Kauai see fit to change his name from William *Halford* to William *Melford* during the trip? Perhaps there's an even more interesting story here. Or is this your sly way of checking to see if your readers

really read ALL HANDS from cover to cover?

If this should turn out to merely be an oversight on the part of your proofreader, bear in mind that to forgive is divine.—P.B.K., LTJG, USN.

• *You're a man after our own heart. Several others noticed the error too, and took the trouble to tell us about it, but they did so only to twit us about a mistake. In your case, though, your intentions were well-directed—you hoped to find an intriguing or off-beat story behind a seemingly innocent situation.*

Unfortunately, there is no intriguing story. *Halford* became *Melford*, we're sorry to say, through the divided attention of a sleepy proofreader (who may, indeed, some day be forgiven).

Incidentally, you may have provided us with the perfect out. If, in the future, we were guilty of another sleepy job of proofreading, we could claim it was just our sly way, etc. . . .

Thanks, and good reading — from cover to cover.—Ed.

EAOS, OST, and Seavey

SIR: Could it be that my Seavey card is in the dead file at BuPers?

I reenlisted in June 1959, and during that same month I filled out my Seavey card. I now have over 32 months' sea duty and so far my name is not being carried on the shore duty list. What can I do to make sure I remain eligible for shore duty?—R.S.B., AD2, USN.

• *Here's the story about you and Seavey. Your Seavey card was received in the Bureau of Naval Personnel in September 1959. It showed that your EAOS (Expiration of Active Obligated Service Date) was August 1959 and your overseas tour date was also August 1959.*

Since your card showed insufficient obligated service, you received no or-



FUN FOR ALL — Young Navy enthusiast from Nagasaki, Japan, enjoys visit to USS *Saint Paul* (CA 73) as T. R. Pike, FN, USN, shows cruiser's guns.

ders from the Bureau. But, since your OST (overseas tour) date was also August, the Fleet transferred you to the U.S.

When this happened, BuPers was notified and you were removed completely from the Seavey. You are eligible for shore duty again after you have been at your present duty station for one year. But, before you can again be placed on the Seavey, you must re-submit your Seavey card.—Ed.

IN PORT — Things bustle pierside at NAS, Ford Island, Pearl Harbor, as USS *Midway* (CVA 41) is made ready for a tour of duty with the Seventh Fleet.



Tour for Non-Rotating Ship

SIR: In the February 1960 issue of ALL HANDS you published a list of the established tours for overseas shore duty. However, no mention was made of non-rotating ships that are based overseas. Are they the same?—J.R., SN, USN.

• *Tours for overseas shore duty are uniformly established for all services by the Department of Defense while the length of tours of duty in non-rotating ships are established by the Fleet or Type Commander concerned. The length of these tours, however, can be as long as, but no longer than the prescribed DOD tour for any particular area.*—Ed.

Visit to Russia

SIR: In your February 1960 issue you state that before *uss Maury* (AGS 16) arrived in Odessa in the fall of 1959, there had not been a U.S. Navy ship in that Russian Black Sea port since February 1945.

However, while I was serving on board *uss Moreno* (ATF 87) in the latter part of March 1945, we put into Odessa, in company with *W. R. Chamberlain* to receive Americans who had been liberated from German prison camps.

By the way, what has become of *uss Moreno*, and also *uss Hopi* (ATF 71)? I served with pride on both, and search every issue of ALL HANDS for mention of them.—CH., SOG1, USNR.

• *How right you are. Moreno sailed from Naples 7 Mar 1945, with *uss Tackle* (ex-*W. R. Chamberlain, Jr.*) in tow. They anchored at Istanbul on 12 March, and sailed the next day for Odessa, arriving there on 15 March.*

READY FOR RELOADING — Ammunition ship *USS Mauna Kea* (AE 22) rides high indicating she is ready to get another hot cargo to deliver to the Fleet.

Now, as for the second part of your letter — Moreno was placed in reserve out of commission on 13 Aug 1946. She was berthed with the Texas Group, Atlantic Reserve Fleet. Hopi, after active service with the Atlantic Fleet, was decommissioned and placed in Reserve at New London, Conn., on 9 Dec 1955. Both were still in reserve when we made a recent check.—Ed.

Navy Dependents in Iceland

SIR: I would like some information concerning dependents of men assigned to Service Craft at Reykjavik, Iceland.

Can dependents of crew members of these small ships be authorized government transportation to Reykjavik and can they bring household effects? If the dependents came here at their husband's expense, can he be reimbursed?

Some of the men aboard are married to Icelandic girls. Will the Navy authorize transportation for these women when their husband receives permanent orders to new duty?

And what about leave? After six months here, men are returned to the States for 15 days' leave. Can men who have married Icelandic girls take them on leave via government transportation?—L. D. W., SK2, USN.

• *Some families will be able to join their husbands in Iceland, and if housing is available, their household effects will also be shipped.*

A service craft assigned to a shore activity or to an overseas base is considered (for purposes of payment of travel claims and shipment of household effects) to be on permanent duty at the activity or overseas base to which the craft is assigned.

Before a family can go to Iceland, their sponsor must meet the requirements established in BuPers Inst.

Permanent CPO Status for LDOs

SIR: Several men at our station have been appointed Ensign (LDO) from enlisted status. At the time of appointment they were CPO, acting appointment, and since have fulfilled the requirements for change in status to CPO, permanent appointment.

Are there any provisions through which men serving in dual status (i.e., permanent enlisted, temporary officer) may receive permanent appointment as CPO?—L.C., YN2, USN.

• *They can, indeed, and BuPers Inst. P1430.7D contains all the necessary information on applications, recommendations, etc. Permanent appointment certificates are issued in the same way as they would be if the man were not a temporary officer. You take it from there.*—Ed.

1300.26A. In general, this means that he must be an E-4 with over four years' service or E-5 and above, have a minimum of one year of obligated service, and be reasonably expected to remain attached to the ship for at least a year after his dependents arrive at the overseas station. When area entry is approved, and if housing is available, their household effects may also be shipped.

If the family was brought to Iceland at the sponsor's expense, (and if he would normally be permitted to bring his family into that area), he would be reimbursed for travel only to the point of embarkation, McGuire Air Force Base, Trenton, N. J., because the government normally furnishes transportation from there to Iceland.

If you are married to an Icelandic girl when you receive PCS orders, and if you are E-4 with over four years' service, or E-5 and above, she is entitled to government transportation the same as any other wife of a Navyman. You must, however, secure approval of immigration authorities before she can enter the United States.

Generally, the same goes for leave. If authorized by immigration officials, and if you qualify for dependents travel at government expense, your wife, even though a citizen of Iceland, will be allowed to accompany you on leave aboard a MATS plane.—Ed.

Ship's Rough Deck Log

SIR: I'd like a little information on the ship's rough deck log.

First—when a ship is moored, the typical midwatch entry begins, "Moored starboard side to pier . . ." Entries for the other watches start out, "Moored as before . . ." In drydock the midwatch entry opens with, "Resting on keel blocks in drydock . . ." For the other watches in this situation I've always written, "Docked as be-



fore . . .” However, I’m now told it should be, “Resting on keel blocks as before . . .” Which is proper?

Second—I’d like to know if there is any regulation which says the reports on magazines and temperatures are a standard 1000 entry. We are told to log these items at that time every morning, even if we receive the reports long before or after 1000. Similarly, we are told the weekly report on the inspection of the sprinkling and flooding system is a standard entry for Wednesday, regardless of what time during the week the inspection is actually made.

Incidentally, our information on the deck log comes from *The Watch Officer’s Guide and Instructions for Keeping Ship’s Deck Log*—NavPers 15876 (New 1-55). Are these the latest publications dealing with this subject?—P. V. F., SM1, USN.

• *NavPers 15876 (New 1-55)* is not the latest edition of that publication. It has been superseded by *NavPers 15876 (Rev. 5-56)*. As for *The Watch Officer’s Guide, the Eighth Edition, 1960*, is the latest revision of that book.

The 1956 revision of *NavPers 15876* does not specify the exact phraseology to be used in every instance in entering the remarks for a watch, but they do provide sample entries for guidance. These samples do not have to be followed word for word.

Since any entry that is complete, accurate, clear and in standard naval phraseology will be acceptable, either “Resting on keel blocks as before” or “Docked as before” would be all right.

The inspection of magazines and temperatures is not a required 1000 entry. Most ships are probably recording it as such just because it is illustrated that way in the sample entries in *NavPers 15876 (Rev. 4-56)*, which is being used as a guide.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS MAGAZINE**, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *North Sea Mine Force*—The 20th annual reunion of this association will be held at the Hotel New Yorker, on 13, 14 and 15 October. For information, write to J. J. Kammer, 54 Walnut Ave., Floral Park, L. I., N. Y.

• *uss Owen (DD 536)*—The 13th annual reunion will be held at the Sinton Hotel, Cincinnati, Ohio, on 3, 4 and 5 September. Details are available from Richard Tucker, 7738 Sunset Drive, Elmwood Park, Ill.

• *uss West Virginia (BB 48)*—The sixth annual reunion will be held in the V.F.W. Hall, Gardena, Calif., on 3 December. For more details, write to R. A. Brown, V.F.W. Hall, 162nd and Western Ave., Gardena, Calif.

• *82nd Seabees*—The 14th annual reunion is scheduled for 26-27 August, at the Pick-Congress Hotel, Chicago, Ill. Information is available from James Greenwood, 147 Bathurst Ave., North Arlington, N. J.

• *uss Colorado (BB 45)*—A reunion of those who served on board during World War II is being planned. Interested shipmates may write to Budd Bratton, 167 East Marion St., Mt. Gilead, Ohio.

• *Naval Reserve Division 11-48(L)*, Santa Monica, Calif.—All former division members interested in holding a reunion with time and place to be decided may write to CHMACH L. L. Lance, USNR, U.S. Naval and Marine Corps Training Center, 3400 Airport Ave., Santa Monica, Calif.

• *uss Vincennes (CL 64)*—It is proposed to have a reunion of the men who served on board. Interested shipmates may write to Peter H. Capp, 19 Chatham St., North Plainfield, N. J.

When Does Leave Begin?

SIR: I have a question about Article C-6304 of the *BuPers Manual*, which deals with “Leave Involving Travel in a Duty Status to and from the United States.” Namely, is it the intent of that article to permit someone from an overseas station to travel to and from the Continental U.S. for leave without being charged with leave until he actually reaches the United States or reports to a port of embarkation for his return trip overseas?

In other words, is the term, “travel in a duty status,” applicable to everyone who goes on leave to the U.S. from

overseas?—M.R.F. CWO2, USN.

• No, that is not the intent of the article. In fact, it is presently being changed to provide that, except for emergency leave involving travel outside CONUS, leave begins and ends upon departure from or return to the duty station.

The term, “travel in a duty status,” does not apply to everyone going to or from stateside leave. As used in Article C-6304, it is only intended to describe the correct handling of cases in which such travel has been permitted. It is not meant to let everyone going on Stateside leave travel in that status.—Ed.

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SERVICESCOPE

Brief news items about other branches of the armed services.

A 50,000-GALLON COLLAPSIBLE FUEL TANK—believed to be the largest of its kind—has been developed by the Army.

Fabricated of two-ply nylon cloth coated with synthetic rubber, the tank when empty weighs about 2700 pounds. It measures 64 feet long, 24 feet wide and stands approximately six feet high when filled to capacity. It can be rolled and packed for transport in a canvas carrying case.

★ ★ ★

A SERIES OF TESTS to study the use of railway facilities for carrying mobile *Minuteman* ICBMs is being conducted by the Air Force this summer.

No missiles will be carried on the test trains during the early phase of the tests, which will be concerned with mobility control and communications operations.

Six tests are being made. The train consists of approximately 14 cars and will include a command and control car linking the test train commander with Hill AFB, Ogden, Utah, and the SAC Command Post at Offutt AFB, Neb. Other cars will provide support for personnel and storage space for fuel and supplies. Present plans to be tested include the feasibility of using empty sidings throughout the country as launching sites, based on previous trajectory computations, to selected targets into an enemy's heartland.

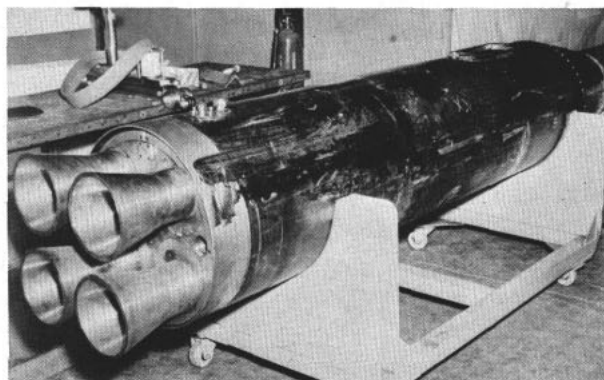
The *Minuteman* is a three-stage solid propellant, 5500-nautical-mile ICBM now in development. Seven consecutive successful restrained launches have been made with test models from silo sites at Edwards Air Force Base, Calif. Contracts have been awarded for the construction of prototype *Minuteman* railway launching cars.

The success to date in the over-all development and test program has enabled the Air Force to advance *Minuteman's* anticipated operational date from 1963 to the summer of 1962.

In the restrained launches the missile carried only enough solid propellant to thrust from its underground silo for a short-duration flight, during which it was arrested by 2000 feet of nylon cable in the shape of an inverted "Y" attached to the missile's dummy nose. The cable prevented the test vehicle from falling back and



BIG EYE—Army's compact all-weather radar eye can spot single enemy half mile away in darkness or fog.



IN THE MILL—Scaled down, one-third model of a USAF's *Minuteman* ICBM, is readied for the horizontal test silo.

possibly destroying the underground test silo.

The *Minuteman* is intended to be used in both underground silos and mobile *Minuteman-on-rails* launching pads by the Strategic Air Command.

★ ★ ★

THE ARMY AND AIR FORCE conducted two separate training exercises within a three-week period in March that featured the longest flight culminating in an airborne mission and the largest peacetime transport exercise in U. S. military history.

In the first of these operations—*Exercise Banyan Tree II*—more than 1200 paratroopers from the 1st Battle Group of the 325th Infantry of the 82nd Airborne Division were dropped in Panama after a seven-hour, 2000-mile flight from Fort Bragg, N. C.

The U. S. paratroopers were part of a six-nation defense force that included troops from Chile, Peru, Panama, Colombia and Brazil. Other U. S. Army elements taking part in the operation included the 1st Battle Group of the 20th Infantry, which forms the major part of the permanent garrison in the Canal Zone. Approximately 5000 troops and 150 aircraft were used during the three-day exercise.

Banyan Tree II featured amphibious landings as well as the airborne assault. As these phases of the operation were carried out, F-80 fighter bombers from Chile and Peru provided close air support and sixteen F-100 *Super Sabre* jets from Homestead AFB in Florida, provided high-cover, fighter defense and support.

During the second operation—*Big Slam/Puerto Pine*—78 Strategic Army Corps units consisting of about 20,000 troops and 11,000 tons of supplies from Army posts throughout the U. S. were flown to Puerto Rico in 227 MATS planes.

Troops taking part in this mobility test included elements of the 82nd and 101st Airborne Divisions and the 4th Infantry Division. Equipment ferried by air to Puerto Rico included an eight-inch howitzer, one M41 tank and *Honest John* rocket launchers.

Troops and equipment were loaded at 14 different air bases in the U. S. and unloaded at Ramey AFB and NAS Roosevelt Roads, Puerto Rico.

During this two-week operation C-118, C-121, C-124 and C-133 aircraft flew over 5,500,000 miles. At the peak of the exercise MATS aircraft were landing in Puerto Rico at the rate of eight an hour.

THE UNITED STATES AND DENMARK plan to install and operate a portable nuclear reactor to provide year-round heat and power at the U. S. Army's Camp Century on the Greenland ice cap.

The reactor will be the first remote-area installation of "portable" atomic power in the free world.

The prefabricated nuclear-power station will be installed in snow tunnels at Camp Century. The site is an advanced base of the Army's Polar Research and Development Center and will be manned by approximately 100 engineers and scientists who will be conducting research studies on the ice cap.

The power plant will deliver about 1500 kilowatts of electricity for power and space heat plus about 1000 pounds of steam per hour to be used for purification. Operation is scheduled to begin late this summer.

The Army estimates that at some arctic installations from 70 to 80 per cent of the supply effort involves transportation of fuel oil for power generation. At remote sites which must be supported by airlift, the delivered cost of diesel fuel exceeds \$1.00 per gallon. The estimated annual requirement for a comparable diesel-fueled plant, would be approximately 1,000,000 gallons. In contrast, it is estimated that the reactor will operate for 12 months on a single loading of enriched uranium fuel—less than a single plane load.

★ ★ ★

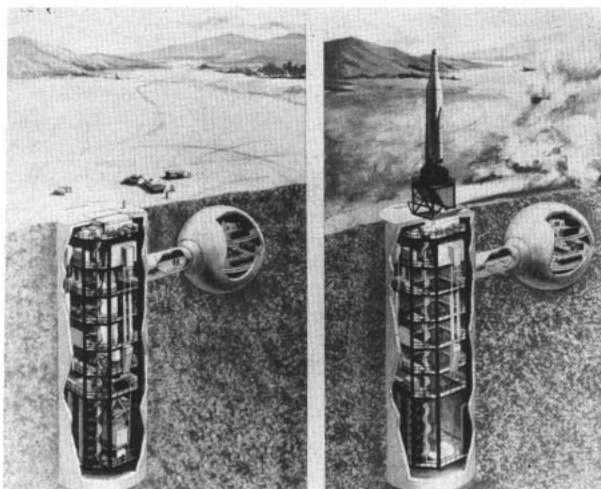
EIGHTEEN UNDERGROUND LAUNCH SITES for the *Titan* intercontinental ballistic missile will be constructed at Davis-Monthan AFB near Tucson, Ariz., and McConnell AFB near Wichita, Kans.

Each of these bases will provide support facilities for a 1200-man *Titan* Squadron as well as the underground launching sites.

With these two additions, the Air Force will have a total of seven bases for launching the *Titan* ICBM. The other five are: Lowry AFB, Denver, Colo.; Ellsworth AFB, S. D.; Mountain Home AFB, Idaho; Larson AFB, Wash., and Beale AFB, Calif.

★ ★ ★

A FIVE-STAGE STRONGARM RESEARCH ROCKET, launched by the Army in cooperation with the National Aeronautics and Space Administration, reached an altitude



MISSILE FOX HOLE—Drawing of Air Force Atlas [ICBM] silo emplacements shows how it might look when finished.

of approximately 1050 miles in a recent flight.

Designed to measure upper atmosphere electron densities, the experiment conducted from NASA's launch facility at Wallops Island, Va., was one of a number planned by various agencies in connection with the U. S. program for international geophysical cooperation as a continuation of the IGY of 1957-58.

The research rocket was made up of an Army *Honest John* rocket, two *Nike-Ajax* boosters, a modified *Recruit* and a "scaled" *Sergeant*.

Instruments carried in the rocket's fiber glass nose cone included a transistorized temperature-controlled transmitter and oscillator.

The 7125-pound rocket reached a speed of 17,000 feet per second at burnout. Its total flight time from take-off until the nose cone plunged into the Atlantic Ocean about 800 miles from the launching pad was about 20 minutes.

Data was obtained during the rocket's flight from a tiny transmitter that operated on two frequencies. Its complete assembly, including antennas and power source, was inclosed in the rocket's nose cone. The nose cone was specially designed to protect the delicate instruments against high temperatures.

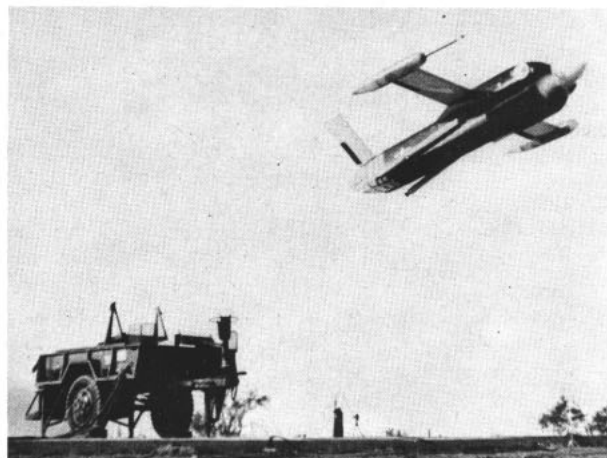
Transmission began 30 minutes before the five-stage rocket was launched and continued until the nose cone plunged into the ocean. Information on the experiment will be made available by the U. S. to all nations participating in the IGY program.

★ ★ ★

THE AIR FORCE has received Department of Defense approval to go ahead with the design and ground testing of its *Dyna Soar* space ship.

If everything goes according to present plans, a piloted, heat-resistant winged glider will eventually be boosted into orbit by a modified *Titan* ICBM and glide around the world at speeds in excess of 17,000 miles per hour. After orbiting the earth, it will reenter the atmosphere and make a conventional ground landing.

The *Dyna Soar* aerospace ship derives its name from "dynamic," in reference to its early powered-stage of launching, and "soar," for its ability to glide in space.



I SPY—Rockets aid take-off of Army combat surveillance drone which gets info by photos, TV, or other devices.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



NEW BOAT of torpedo retriever fleet at Pearl Harbor Sub Base is first built from keel up for the job. It carries twice the load of old at left.

Torpedo Retriever Fleet

Pearl Harbor's torpedo retriever fleet does a multi-million dollar business annually. Last year, for example, the tiny three-boat force recovered over 300 torpedoes valued in excess of four million dollars.

A new addition to the torpedo retriever fleet of the Pearl Harbor Submarine Base is AVR-4, first such boat built from the keel up solely for torpedo recovery purposes. Seventy-two feet long, and powered by two 500-hp diesels, she can then carry as many as 16 torpedoes at a time, and has a cruising range of some 450 miles. Highly maneuverable, she can make a complete turn within two boat lengths.

She joins three converted crash boats which have been handling torpedo recovery chores in Hawaiian

waters. Those crash boats had to be modified to carry heavy duty winches, and were fitted with a special sea ramp in the stern to aid in recovery.

During antisubmarine warfare training exercises conducted in the Hawaiian area, submarines fire practice-torpedoes at surface units. These torpedoes are equipped with dummy warheads, are designed to stay afloat at the end of their run, and carry a special dye which dissolves in the water and acts as a marker for the recovery boat.

Surface operating units engaged in the exercise could recover the torpedoes, of course, but this would be both expensive and time-consuming. The retrievers have proved they can do the job much more quickly and economically.

SEATO's Operation Sealion

The at-sea phase of the Southeast Asia Treaty Organization's (SEATO) maritime exercise, "Operation Sealion," has ended near Singapore. More than 40 ships, including 11 units of the U. S. Seventh Fleet participated.

Sealion is the first SEATO exercise in which all eight member nations have contributed forces. The antisubmarine hunter-killer group, which included *USS Yorktown* (CVS 10), was escorted by destroyers and frigates from the Pakistan Navy, the British Navy and the U. S. Navy.

The carrier task group included the Royal Navy carrier *Albion* and cruiser *Belfast*, the Australian carrier *Melbourne*, as well as escort ships from the Royal Navy, French, Australian and the U. S. Navy.

Also participating were units from Thailand, New Zealand and the Philippines.

Speed of Sound in the Sea

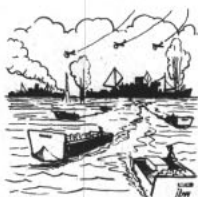
Researchers working with the Navy's antisubmarine warfare program have developed a new instrument for measuring the speed of sound at great underwater depths.

Known as a velocimeter, the device provides accurate information on the speed of sound and the density of water to a depth of 16,000 feet—in contrast to the 900 feet reachable with a bathythermograph.

The new instrument eliminates many problems that have been encountered in the exploration of ocean depths. For example, by providing exact and specific information on the true velocity of underwater sound, it does away with the need to determine pressure, temperature and salinity. These factors have to be taken into account before sound velocity can be calculated under other systems—and even then, the amount of salt is merely an estimate.

The basic velocimeter system consists of two separate battery-powered electronic units. One is submerged to the depth being explored, and the other is placed aboard a surface ship. The underwater unit generates pulses which are transmitted to the surface. There, the pulses are amplified and doubled in frequency.

YESTERDAY'S NAVY



On 3 Aug 1886 construction of *USS Maine* was authorized. On 9 Aug 1815 Tripoli agreed to end its raids on American shipping after a show of force by Commodore Stephen Decatur's squadron. On 15 Aug 1944 an Allied naval force landed U.S. and French troops in southern France. On 19 Aug 1812 *USS Constitution* defeated *HMS Guerriere* in a frigate duel southeast of Halifax. On 31 Aug 1842 Congress established the Bureaus of Yards and Docks; Construction, Equipment and Recruiting; Provisions and Clothing; Ordnance and Hydrography; and Medicine and Surgery.

Long-Range Radio Transmitter

A contract for long-range ship-board radio transmitters (the second for this type equipment) has been awarded by the Navy. Two of the transmitters will be delivered late this year.

Simple design and a high degree of stability have made these systems particularly adapted to Fleet and submarine installation.

Two types of transmitters are being produced. The AN/WRT-1 system provides radio telephone and teletype service. The AN/WRT-2 is specifically designed for submarine service.

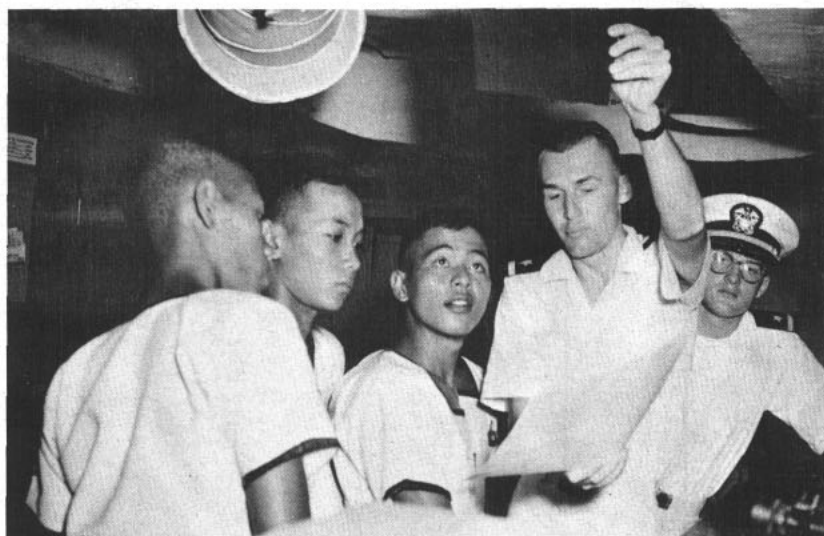
Going on Twenty-One

uss *Dixie* (AD 14), which gives her name to the Navy's largest class of destroyer tenders, recently celebrated 20 years of service to Pacific Fleet destroyers.

The first ship to be designed from the keel up for the purpose of repairing and servicing modern Fleet destroyers, *Dixie* was formally placed in commission in April 1940 at the Philadelphia Naval Shipyard.

Her 20 years of commissioned service is the longest span of continuous service of any ship in the destroyer force and is exceeded only by few ships of the active Fleet.

Dixie's entire career has been devoted to serving destroyers of the Pacific Fleet. Although San Diego has always been her home port, her first five years were spent, for the most part, in close support of destroyers in World War II in the combat zone. From advanced bases in the South Pacific she provided for the needs of such renowned outfits as ADM Arleigh Burke's Little Beavers (Destroyer Squadron 23) in their operations up "The Slot."



NAVY-TO-NAVY—Indonesian midshipmen inspect negative during visit to PhibPac Flagship USS *Eldorado* (AGC 11) while in Surabaya, Indonesia.

Later from bases in New Guinea, the Western Carolines and the Philippines she supported destroyers in the final campaigns of the war.

In 1946, *Dixie* participated in "Operation Crossroads," the atomic tests at Bikini. Here she provided services to destroyers and other vessels of the Fleet.

Dixie was called again from her homeport when trouble arose in Korea. In 1951 she participated in the bombardment of the East Coast of Korea.

A familiar sight in San Diego, where most of her services are rendered, *Dixie* takes her turn along with sister-ships, uss *Prairie* (AD 15) and *Piedmont* (AD 17) as Flagship for Commander Cruiser-Destroyer Force, U.S. Pacific Fleet, and in serving destroyers in the Western Pacific. Since the outbreak of the Korean conflict she has made six trips to the Far East, and has

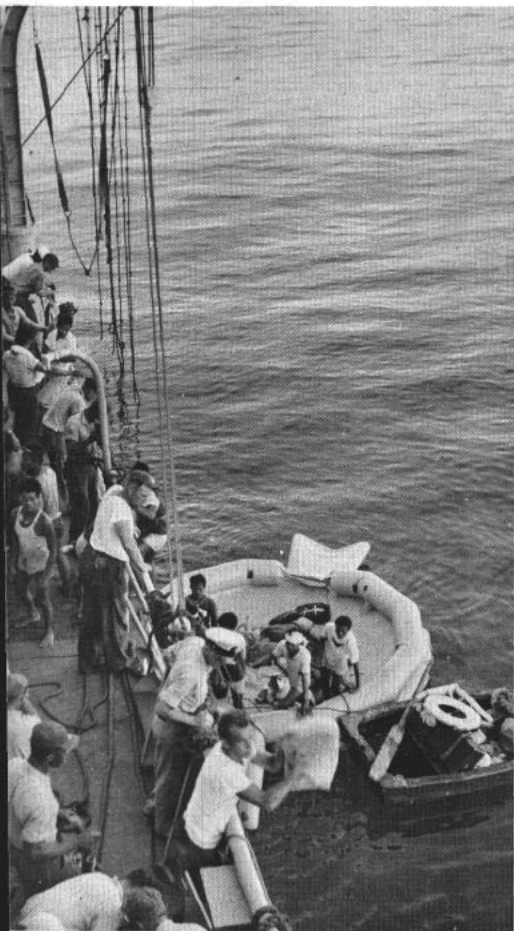
another in prospect this summer.

Many years of future service to new and modernized destroyers are in prospect for *Dixie*. As a part of the FRAM (Fleet Rehabilitation and Modernization) Program she will undergo extensive improvements and alterations after her return from the Far East. Facilities for servicing the new weapon systems installed in destroyers will be added to her present capabilities. Special emphasis will be given to support the new antisubmarine armament now being provided to destroyers.

Dixie's services to destroyers now include a highly technical work force manning some 30-odd repair shops, medical and dental care, food and personal services not available on destroyers. Destroyers being tended receive power and other utility services from the tender, thus enabling them to perform maintenance on their own equipment.

SIDE BY SIDE—Destroyer tender USS *Dixie* (AD 14) takes care of ships of Destroyer Squadron 111 in San Diego Bay.





Isbell to the Rescue

USS *Arnold J. Isbell* (DD 869) steamed 328 miles at high speed from Subic Bay, Philippines, recently to rescue 104 crewmen of the Philippine fishing boat *Marli-5*, aground on Baker Reef in the South China Sea.

Isbell, a unit of the U. S. Seventh Fleet under the command of CDR H. R. Tall, USN, steamed the distance in some 12 hours, after threading her way through reefs and shoals

with the aid of sonar and aircraft of Patrol Squadron 40. The aircraft acted as seeing eye dogs by flying ahead and marking obvious shoals with smoke pots. *Isbell* closed to within 4000 yards of the wreck before being halted by rapidly shoaling water.

Her whale boat, commanded by ENS Robert E. Foley, USNR, and assisted by ENS Cheever Tyler, USN, proceeded to the wreck to bring off survivors.

Arriving at the scene, the crew found the *Marli-5* solidly on a reef and breaking up. One hundred and four crewmen were in boats and rafts which had been dropped from Air Force search planes.

The whale boat took the rafts in tow and brought them to the ship, then returned to tow the boats which were manned by oarsmen. Before dark the 104 survivors were on board *Isbell* and receiving their first meal in 24 hours. Crewmen of *Isbell* gave up their bunks to the survivors. At sunset, the destroyer was cautiously feeling her way through the reefs into clear water.

This rescue was credited to the team work of the short-handed crew. *Isbell's* hasty departure from Subic Bay cost her 20 per cent of her regular crew—they couldn't make it back to the ship from liberty in time. All hands aboard doubled up to get the job done.

The crew of the whale boat which rescued the Philippine crewmen were: O. S. Robinson, BM1, P. F. Parker, BM2, L. H. Robinson, SN, R. L. St. John, EN2, B. Roten, SN, J. L. Barnes, SN, and R. R. Paredes, TN.

Three Hundred Seconds at Sea

The Atlantic Ocean can be a mighty deep place to go swimming—but boatswain's mate seaman Ervin A. Burke of the destroyer *uss Borie* (DD-704) took a header into it recently, and barely had time to get wet.

Burke was dragged into the ocean when a line parted during refueling operations with the antisubmarine support carrier *uss Lake Champlain* (CVS 39) off the Virginia Capes.

Fortunately for him, the destroyer *uss Soley* (DD 707) was steaming some 500 yards astern at the time the accident occurred. She immediately

started rescue maneuvers, and was alongside *Burie* within three minutes. The deck rescue detail lowered a cargo net to the water and, assisted by two *Soley* crewmen who climbed down to assist him, *Burie* clambered aboard. He was in the water less than five minutes altogether.

Keeper of the Drones

"Request 10-minute standby to launch drone."

When these words come from *uss Kalmia* (ATA 184) they mean another gunnery exercise for West Coast ships is about to begin.

Kalmia is operating as a TPA (Target Pilotless Aircraft) control ship in Southern California waters—a job which makes her days long and keeps her crew busy. An average day finds her underway by 0500, and she launches, controls and recovers drones until late afternoon. It's usually about 1930 by the time she returns to port to pick up drones for the next day's exercises.

All sorts of ships have made use of *Kalmia's* services—either at their own request or in following Training Group schedules for refresher or shakedown training. In the first four months of 1960 the auxiliary ocean tug serviced 110 ships, including carriers, cruisers, destroyers, auxiliaries, minesweepers and amphibious ships of all types. Among these were not only American ships, but also ships from Brazil, Greece, Vietnam and South Korea. During the four-month period a drone unit from VU-3 was aboard, flying its pilotless aircraft a total of over 5000 minutes.

Besides doing TPA work, *Kalmia* finds time to serve as a reference ship for surface gunnery practice, tow target sleds and lend a hand in transfer-at-sea and tow-and-be-towed exercises.

She also finds some time for play. The ship sponsors a bowling league in which 27 of *Kalmia's* 36 men have participated at one time or another. Even considering duty sections, an average of about 20 men show up at the alleys when the league is rolling. In addition, a softball team, acey-deucey and pinochle tournaments, dependents' cruises and ship's parties help keep *Kalmia* a happy ship.

As proof of her happiness, *Kalmia*



GOOD DEED DONE—USS *Arnold J. Isbell* (DD 869) pulls pier-side at Manila after taking part in the rescue of 104 Filipino fishermen from sinking ship.

points proudly to the fact that during the last year, eight out of nine men due for separation have reenlisted on board.

Search & Rescue Center

Guarding against the loss of lives in a 10 million-square-mile area of the central Pacific is the job of the Hawaiian Sea Frontier Search and Rescue Center at Pearl Harbor.

Last year there were 2363 search and rescue incidents (SARs) coordinated by the center—an average of almost seven a day. They ranged from multi-engine plane crashes to dropping anti-rabies vaccine for a child aboard a ship at sea. At any given time there are some 75 ships and 30 planes within the sea frontier's boundaries to carry out these missions.

During the first quarter of 1960 the major SARs involved three crashes, two controlled ditchings, one bail-out, 89 intercepts and 22 ships in distress.

The coordinated efforts of Navy, Army, Air Force, Marine Corps, Coast Guard and civilian agencies are required to save lives in the vast central Pacific.

The 76th Air Rescue Squadron at Hickam Air Force Base provides helicopters and SC-54 twin-engine search planes with a range of about 3000 miles.

The Naval Air Stations at Barber's Point and Ford Island furnish 63-foot AVR boats and helicopters, and Kwajalein, Midway, and Wake Islands have *Albatross* seaplanes and more AVRs.

R5D four-engine search-configured transports, *Albatross* UF twin-engine seaplanes, cutters, buoy

tenders and ocean station ships are furnished by the Coast Guard.

For land searches throughout the 50th State, the Army's Land Rescue Team is available. In March, for example, a Marine stranded on the face of a cliff near Kolekole Pass on Oahu was rescued by the team after two days and three nights.

Kaneohe Marine Corps Air Station on Oahu has helicopters and two AVR boats for incidents close to shore.

Perhaps the most potent SAR aid is rendered by Navy aircraft carriers, cruisers and destroyers going to and from U.S. Seventh Fleet duties in the Far East. Merchant ships and civilian aircraft are also often requested to join in searches.

There is no set length for a search. It may last a day, several days or even weeks. A man overboard once swam for 30 hours before being picked up, and in another instance during World War II, a group of men floated 28 days in a liferaft before they were rescued.

The round-the-clock vigil maintained by the search and rescue center and the cooperation of other military services and civil agencies insure that those who need assistance will be helped—and fast.

—Jim Wood, JO2, USN.

SPASUR Tracks Satellites

A new system designed to detect and track past, present and future positions of all space satellites has been put into operation by the Navy.

Called SPASUR, the system was developed by the Naval Research Laboratory. It consists of a chain of six radio stations in the southern half of the U.S., plus an Operations



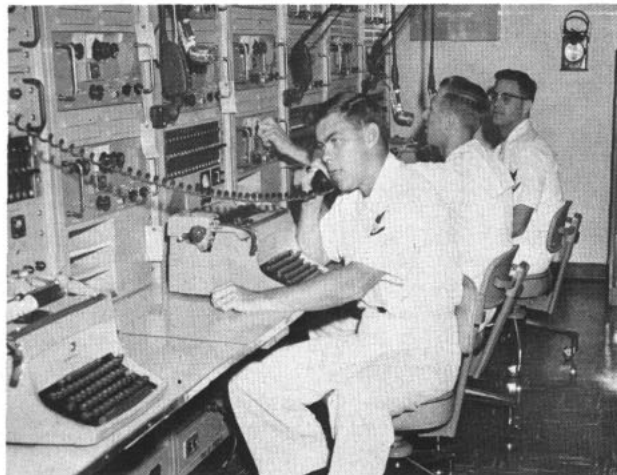
S.O.S.—LT. P. S. Swanson and J. C. Walraven, QM1, plot location of ship sending call for help to SAR center.

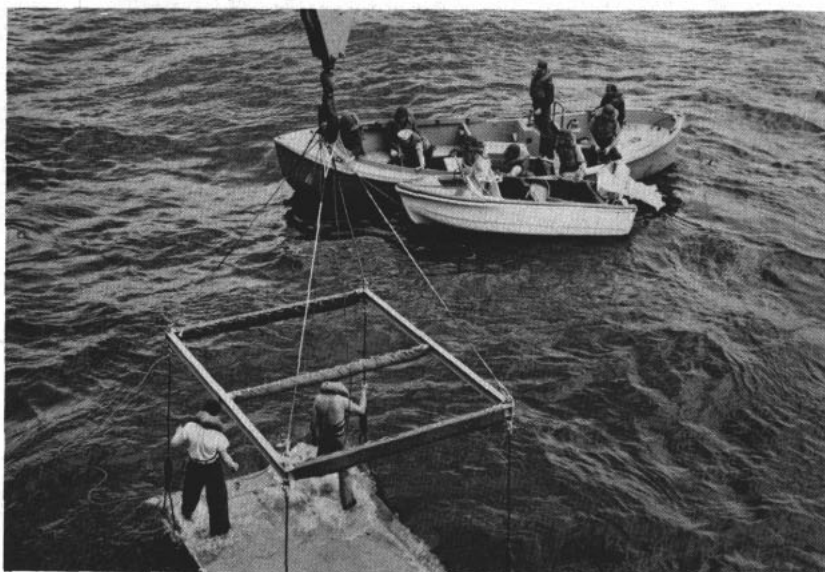
Center at Dahlgren, Va. Transmitters are located at Jordan Lake, Ala., and Gila River, Ariz., while receivers are at Ft. Stewart, Ga., Silver Lake, Miss., Brown Field, Calif., and Elephant Butte, N.M.

Here's how the system works: The transmitters send out a continuous wave of radio energy—when a satellite enters the transmitter antenna pattern it also enters the pattern of the receivers, which pick up reflected energy from the satellite.

Data from all four receiving stations is funneled into the Dahlgren Operations Center at the same instant the satellite passes through the antenna pattern. Currently this data is being read visually, interpreted, and fed into computers for orbit determination and predictions.

ON THE ALERT—Hawaiian Sea Frontier's search and rescue center stands by. *Rt:* Center's radio shack relays message.





SAVED—Two survivors (foreground) are hoisted aboard *USS Coral Sea* (CVA 43) after being rescued from small boat in trouble 17 miles off Santa Catalina.

Open House in Morocco

White-bearded Moroccan tribesmen in burnouses and turbans, their women in djallabas and veils and carrying infants slung on their backs, and trainloads of wide-eyed French and Moroccan school children—more than 5000 citizens of that country altogether—streamed through the gates of the U.S. Naval Air Station, Port Lyautey when that activity held Open House recently.

They were there to celebrate Friendship Day, which was held in conjunction with "American Day" at the International Casablanca Trade Fair.

It was a display of friendship and good neighborliness from a country which not long ago abounded in the "Yankee go home" attitude. U.S. friendship, to Moroccans, has become a real and living fact. It hasn't been developed through sterile programs or empty, meaningless phrases. Instead, friendship has been demonstrated to them in the best possible way—on-the-spot action when it was needed—and in dynamic fashion.

After all, to a drowning Moroccan in the flooded Sebou River Valley a couple of years back, the U.S. Navy helicopter which plucked him from the jaws of death was a very tangible helping hand—and he didn't pause to look over its markings, or to speculate on the nationality and politics of the pilot.

Similarly, when thousands of Moroccans fell victims to a disastrous

earthquake this past spring, there was no quibbling as to whether Americans overseas are popular or not. All Agadir's suffering survivors remember U.S. doctors and nurses, and hundreds of faceless, anonymous U.S. servicemen beside them in their darkest hour, working 'round the clock to help rescue the wounded, feed the hungry, clothe the naked, and house the homeless. (ALL HANDS, June 1960.)

Visitors to the open house were welcomed by banners in Arabic, French and English. Some highlights were hourly demonstrations of helicopter rescue techniques and firefighting and tours through naval aircraft.

A crowd favorite was a large picture display, entitled "Friendship in Action," which illustrated Navy participation in the Agadir operations.

Equally popular, especially with the children, was a Science Fair exhibit set up by the base high school. Ben Hasnaoui, once a member of the local orphanage now living with an American family, and a 10th grade student at the school, kept a group of Moroccan orphans spellbound with an impromptu science lesson.

Another extremely popular, though unofficial, exhibit proved to be the vending truck selling American style hot dogs and soft drinks. Sailors and Marines passed out candy to the children, assisted visitors on and off aircraft, demonstrated equipment and acted as guides.

Visit to Acapulco

Crew members of the escort vessel *uss Charles Berry* (DE 1035) turned the People-to-People program into a "person-to-person" get-together when their ship paid a short visit to Acapulco, Mexico, earlier this year.

Liberty-bound Navymen searched out their civilian counterparts in the city and extended invitations to visit the ship. The hospital corpsman, for instance, visited the local hospital, the ship's librarian called at the Acapulco Library, and the Shore Patrol was host to the chief of police.

Fishing enthusiasts invited charter boat captains aboard. Acapulco's mayor and other local officials were guests of *Berry's* skipper. *Berry's* two motor whaleboats were on the go the entire two days, ferrying visitors to and from the ship.

Acapulco demonstrated its appreciation of such friendly tactics by dedicating an entire show at its famous Ski Club to the Navy. Later, as *Berry* was standing out of the harbor, some of the club's more beauteous members skied their way out to the ship and circled it in a farewell salute.

Four More Nuclear Subs

The Navy has awarded contracts for four more nuclear powered attack type submarines.

These new subs will be the same as *uss Thresher*, SS(N) 593. They will be blimp-shaped, have over-all length of 274 feet and displace 3250 tons.

Chindonya Band

The cacaphony of a Japanese Chindonya Band, with its shrill flutes and clanging chimes, thumping drums and many-colored costumes, is designed to attract attention—and it does.

The Chindonya is a Japanese version of the American town crier or the strolling sandwich man with the big "Eat at Joe's" sign. Now U. S. Fleet Activities, Yokosuka, Japan, boasts a Chindonya Band composed entirely of Americans, which is livening up the teatime conversation of everyone within earshot.

It all started in 1958, when Richard R. Stevens, a member of the Clown Corps of the Yokosuka Shriners Association, organized a group to entertain at orphanages. To add local color to the act he decided to form a Chindonya Band.



ON THE AIR—CinCPacFlt's radio officer LTJG L. D. Adams mans the mike during the production of a show.

These bands have been around since the Tokugawa era (1600-1868), when they were organized to help ballyhoo Kabuki plays appearing at local theaters. They turned out to be such an ideal way to advertise that they are used nowadays to plug everything from department store bargain days to the opening of new super highways.

The American Chindonya Band received so many requests for personal appearances when it was getting started that the group asked Gensaku Inaga, an expert on Chindonya music, to help give the band a professional touch. The musicians practiced for a year. They bought their costumes from Tokyo stores, and made most of their own instruments.

Two clarinet players were added to give the outfit an extra sound.

Since 1958 the band has appeared at special events in Yokohama, at numerous orphanages in the Yokosuka area and even in a broadcast on a major Japanese television network. When the group was on TV, Minato Eikichi, mayor of Toyama, Japan, saw it and invited the band members to be his guests during the Toyama Cherry Blossom Festival.

At the festival, which celebrated the 100th year of diplomatic relations between the United States and Japan, the band participated in a parade and appeared in a music program at the local civic center.—Michael W. Donnelly, PN2, usn.

Across the Blue Pacific

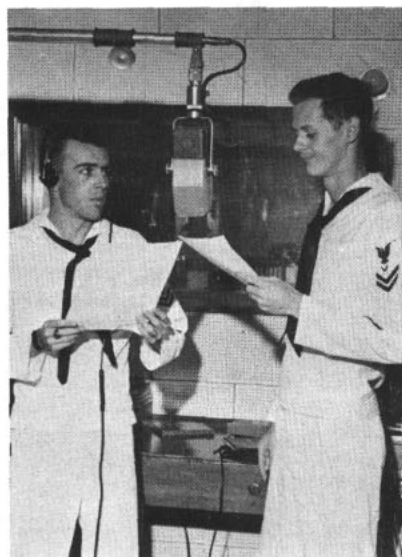
"Aloha from the paradise of the Pacific—Hawaii—as we bring you another 15 minutes of lilting Hawaiian music and a story about the U.S. Navy."

These words open the Pacific Fleet's radio program, "Across the Blue Pacific," produced at the Pearl Harbor headquarters of the Commander in Chief, U.S. Pacific Fleet.

Four Navy enlisted journalists produce the show under the direction of LTJG Lyndon D. Adams. They write the scripts, provide sound effects, act, direct, and tape-record the show.

Kenneth O. Hightower, JO3, who holds a first class radio-telephone license, is the chief engineer. Octavio Marquez and Charles Brown, both JO2s, and William Steck, JOSN, are script writers.

Visiting Hollywood celebrities help to add sparkle to their shows. When a big name star is in town,



RECORDING—J. Bartley, YN2, (rt.) records voice animation with C. Brown, JO2, at Pacific Fleet radio station.

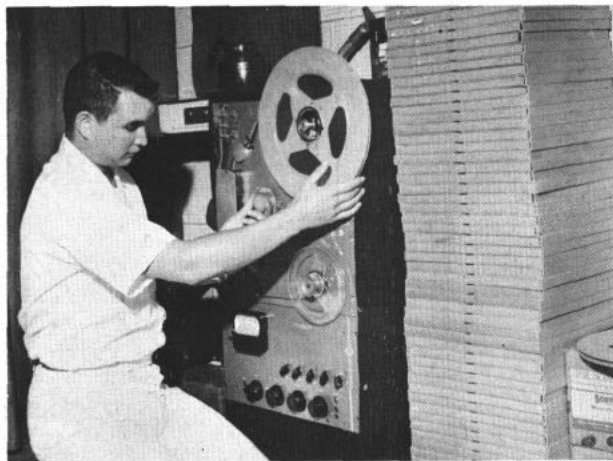
the show's officer in charge puts in a pitch for "Across the Blue Pacific."

Film stars such as Gregory Peck, Robert Mitchum, Robert Cummings, Fred MacMurray, Anne Baxter, Dorothy Lamour, Bonita Granville, Ann Rutherford and Alexis Smith—to mention a few—have appeared on the program.

The Pacific Fleet's venture into radio began in 1948 when four wire recorders were assembled for a home-town radio interview program. Later that same year rack-mounted tape recorders, phonograph turntables, microphones and a disc cutter were picked up from a discontinued Army radio unit.

In 1951 a recording studio was built with facilities to produce a professional-type radio show.

PACFLT RADIO—K. O. Hightowers, JO3, handles controls during program recording. Rt: B. Steck, JOSN, transfers tape.



There's RUM in Davy Jones' Locker

What won't these underseas research people think of next?

From now on they're going to sit high and dry on the beach, and let a newly developed, almost human robot device do their work for them.

The latest scientific pride and joy of oceanographic research can crawl along the ocean floor while it sees through four television eyes. It has one 15-foot long arm, complete with elbow and wrist joints. When fully developed it will be able to swim, rise, descend or hover. It's officially known as the Remote Underwater Manipulator, and, naturally, is called RUM for short.

Briefly, it is a mechanical means of extending human work capabilities into extreme depths. Man hasn't, as yet, devised a way to reach such depths except inside some form of diving bell or bathyscaph. And, when you're sitting under 20,000 feet of water, you just don't open a window and begin leisurely picking up samples of ocean floor vegetation. Hence RUM.

RUM was developed at the Marine Physical Laboratory, a Navy-supported research group within the University of California's Scripps Institute of Oceanography. Many of its features—mechanical manipulator, television system, vertical lift appendage, etc.—were developed and built by cooperating commercial companies.

The vehicle itself consists of the basic hull and truck assembly of an *Ontos* tank (a type of self-propelled rifle used by the Marine Corps). The interior of the tank's hull is sealed and filled with oil to permit operation at great depths. Two standard seven-and-a-half horsepower motors operate completely immersed in oil. Coupled through standard truck transmissions and differentials, they drive the vehicle's two tracks.

Power is furnished by a mobile van, which can be driven right up to the water's edge. RUM can then be played out as far as five miles, attached to a coaxial cable. This cable not only transmits operating power to the vehicle, but for the cameras and mercury vapor lights as well, plus carrying the television signal and providing several remote control telemetering channels.

Once out in the depths, RUM can operate at depths of at least 20,000

feet, at up to three miles an hour where the bottom is more or less level. It can maneuver and operate on grades of as much as 60 per cent, and is capable of climbing over obstacles up to a foot high. The vertical lift appendage now in the design stage is a brand new wrinkle, and its addition will give RUM much more maneuverability. The system, basically, embodies three large rotor blades, driven by electric motors. Operated in somewhat the same fashion as the helicopter, these rotors will make it possible for the vehicle to move up, down or laterally in any direction in the water. Guidance and control during this phase will be accomplished through a narrow band-width radio frequency.

Four television cameras housed in RUM provide human operators in the van with 'eyes' to search the ocean depths. Protected by half-inch steel casing, these miniature cameras are only three inches in diameter, and but 14 inches long. A conical lucite window is sealed across the front of the casing to protect the vidicon tube. Two cameras, slung on RUM's stern, peer intently at the ocean floor, while the other two monitor the gyrations of the mechanical arm. The system can transmit both two- and three-dimensional views. Orange filters on monitor screens in the van help produce clear, stable pictures.

The manipulator 'arm' is quite a deal. A modified version of the device used to handle hot stuff in atomic laboratories, it is boom-mounted, has a two-pronged hand that opens and closes, a wrist that rotates in either direction, an elbow that pivots, and a shoulder that both pivots and rotates. Supported by the boom, it can be extended 15 feet in any direction, and, controlled from a console in the van, it can be made to perform a variety of tasks.

The floors of the world's vast oceans are one of the two unexplored frontiers left to man. Outer space, of course, is the other. People who should know tell us it's imperative that we learn much more than we know now about both mediums, and quickly. Our oceanographic researchers are hard at work in their bailiwick doing just that—and RUM figures to have a large, mechanical hand in the process.

Topeka Has Debut with Terrier

The Terrier-equipped *uss Topeka* (CLG 8) has rejoined the U.S. Fleet, after preparing for her second Navy debut for some three years.

On 15 Apr 1957, *Topeka* entered the New York Naval Shipyard and placed herself at the mercy of the shipyard technicians. But she wasn't there for a mere beauty treatment. A middle-aged lady, she needed to get hep with the modern Navy.

As in any major modernization, the first step was to strip the ship of old, unneeded furnishings and fittings. By December the stripping was over and the reconstruction had begun. Literally thousands of shipyard workers—from planning and design personnel to welders and riggers—went into action. Early in 1958 the ship was put into drydock for work on the lower part of her hull.

The spring of 1959 saw more progress being made. Many of the ship's offices and shops were already nearing completion, and the ship's boilers were successfully lit off and tested.

During dock trials in September, the ship's propulsion plant was tested, and then the ship was again drydocked for final underwater-hull preservation.

She had taken on a new look by January 1960, and was almost ready for sea. On March 26, *uss Topeka* (CLG 8) was commissioned, and in June she joined the Fleet.

She can carry enough food for 90 days; and if she cruises at 12 knots—top speed is over 30—she can travel more than 13,000 miles without refueling.

Her electronic equipment includes 44 radio receivers, 19 radio transmitters, eight radar sets, 18 radar scopes and over 9000 electron tubes.

Also aboard are vehicles for land, sea and air travel. One sedan, six boats, one carryall and 93 inflatable life rafts are carried in the new CLG.

Probably the most noteworthy part of the ship is her dual-launcher for Terrier missiles.

Terrier is a surface-to-air missile and is the ship's principal defense against air attack. The two-stage rocket is hurled to supersonic speed by a booster stage, and then the speed is maintained by the sustainer rocket stage. The actual flight is controlled by a directional radar beam, and the two radars aboard enable the ship to engage several air targets at one time.



U.S. NAVAL EXAMINING Center is the central control point for preparation, distribution and scoring of exams.

The Question Men

THE NAVY'S ADVANCEMENT SYSTEM is designed to give equal opportunity to all Navy men and women, and to advance them as rapidly as possible to meet the needs of the service. Although the Chief of Naval Personnel is charged with the administration of the Navy's advancement system, there's a single command which plays a paramount role in the promotion picture of all naval personnel.

And that activity is the U.S. Naval Examining Center.

Discussions throughout the Fleet run hot and heavy about this activity, but few Navymen actually know how it operates.

Visit the Examining Center and see just what's what.

You'll find NEC housed in a mod-

ernistic, wood and glass paneled building located in the heart of the farm belt—some 1000 miles from the nearest ocean. It has been located at its present site on Green Bay Road within the Great Lakes Naval Training Center since 1951, following its move from Norfolk, Va., where it originally went into business.

The Examining Center was established by the Chief of Naval Personnel in 1949 in an effort to standardize the Navy's testing procedures. Before that time, local commands were responsible for the preparation, administration and scoring of advancement exams for personnel assigned to their units.

The move to Great Lakes was made due to space limitations at Norfolk, and to facilitate centralized printing and distribution.

NEC began its operation with the aim of standardizing all examinations for enlisted personnel in order to afford them equal opportunities to compete for advancement with all others in their respective rating and rates.

As an example, a Navyman serving aboard a destroyer with the U.S. Seventh Fleet in the Far East would take the same examination on the same day as his counterpart serving with the U.S. Sixth Fleet in the Mediterranean.

The present mission of the Naval Examining Center includes:

- To prepare, distribute and score advancement and proficiency pay examinations for enlisted personnel of the Regular Navy and of the Naval Reserve as directed by the Chief of Naval Personnel.

KNOWLEDGE POOL—Hash marks and rating badges signify the experience and versatility of examination writers.



- To prepare, distribute and score such special examinations for officers, warrant officers, and enlisted personnel of the Regular Navy and Naval Reserve as directed by the Chief of Naval Personnel.

The growth and progress of the Naval Examining Center during the past 10 years has paralleled that of the rest of the Navy as it crossed the threshold into the era characterized by atomic submarines, guided missiles, nuclear weapons and other technical advancements.

From its small beginning, the Center has expanded to the point where it now bears the distinction of being the world's largest facility of its kind. NEC also serves as a prototype for other branches of the Armed Forces and Allied Navies throughout the world that are interested in adopting the U.S. Navy's advancement system.

Today's highly technical Navy continues to place increased demands upon the Examining Center. The increasing technical content of many ratings places greater professional responsibilities upon the individual enlisted man as he seeks advancement.

An 800 per cent growth in the publication of examination booklets since 1950 typifies this expansion. This increased output also reflects many improvements resulting from constant research in education and testing techniques.

ALTHOUGH THE END PRODUCT may be expressed simply in the word "exam," examination writing, processing and scoring include numerous intricate job steps.

What are the requisites of a "good" examination?

Continuous study of subject matter, specialization in a combination of creative writing and the techniques of educational research, knowledge of the Naval establishment and its rating structure—these are some of the basic requirements.

To accomplish this, both military and civilian personnel are assigned to NEC. All must meet exacting qualifications. Officers are chosen by the Bureau of Naval Personnel on the basis of their academic and professional backgrounds. Those who possess a technical and operational specialty, post graduate work, and instructor duty experience are particularly sought.

Civilian research psychologists, educational specialists and statisticians must have an advanced education combined with appropriate professional background and knowledge of subject matter in occupations of the Navy today.

Only Chief Petty Officers of the highest caliber are ordered to the Exam Center for duty as item writers. This is because the Navy feels that CPOs who excel in their respective ratings are best qualified to write the examinations within their own fields.

Probably without exception, no other organization in the world has such diversified skills, talents and experience as those possessed by NEC item writers. Some 1500 years of combined military and professional experience are available through the combined abilities of the military and civilian personnel assigned to the Examining Center.

NEC has prepared many different types of test instruments such as selection examinations, qualifying promotion examinations and compet-

itive advancement exams which cover a wide range of subject matter from baking bread to the control and direction of nuclear weapons and guided missiles.

THE CENTER'S RESPONSIBILITY is to design and construct each exam so that it will serve the purpose for which it is intended. Another responsibility, and one which all Center personnel take most seriously, is to insure each examinee fair treatment. To this end, *particular emphasis is put on clarity, avoidance of trick questions, and authenticity of the subject matter being covered.*

All processing of examination returns, which for the most part is accomplished by machines, is done in an impersonal and impartial manner. Each candidate can be assured that his examination is handled honestly and fairly.

The actual writing of the exams is but one phase in the over-all production and processing of examinations for Navymen throughout the world. A vast amount of time, effort and administrative action goes into the accomplishment of NEC's mission. One of the Center's most essential and busy sections is the Examination Processing Department that has the task of record-keeping, machine scoring and shipping the exams. Responsibility of this department begins in supervising the printing of the exams at the 9th Naval District Publications and Printing Office and ends with the publication of the rating advancement letters.

The supervision of printing demands careful security measures, including serialization checks on the classification of the exams. They are classified in three categories: For

CAN DO EXAM—Chiefs in construction ratings use experience and skill to prepare exams for fellow Seabees.



EACH YEAR in February, May, August and November, the Center is involved in a large shipping operation. During each of these months about 3000 individual shipments of examination booklets and necessary documents are sent out to ships and stations throughout the world.

By using large storage vaults and aided by exacting shipping lists, the Shipping Division is able to maintain the security control required to handle large amounts of test material. Further assisted by addressograph, sealing and strapping equipment, this division has the capacity to mail 225,000 enlisted examinations in a six-week period.

In turn, ships and shore commands forward information to the Examining Center on their candidates so that data may be "pre-punched" or, in other words, organized for scoring, in advance of receiving the final examination returns. Besides this routine correspondence, discrepancies might be checked and exceptional cases considered. These are but a few of the highlights involved in the workload of processing *more than a million examinations* each year.

The Center uses 150 multiple choice questions in enlisted advancement and proficiency pay examinations. Examinations for officer promotion qualifications, selection of candidates for various officer programs and other special examinations vary in type and number of questions used.

THE PREPARATION of a single question, called an "item," requires a definite series of refinements such as subject matter research, writing, selection, administration, scoring, analyzing and evaluation. Annually over 225,000 items are subjected to these techniques.

Using basically the same techniques of examination development, the Advanced Programs Department prepares and scores exams for the senior enlisted rates (E-8 and E-9); and the two optional examinations allowed officers in the fields of Logistics and Strategy and Tactics, under provisions of the officer promotion study plan requirements.

All phases of the Center's operation are continually reviewed in an effort to improve procedures. One of



IN AND OUT—NEC's Shipping Division keeps the mail coming and going.

the more recent major developments included the installation of a digital computer system. The computer provides the Machine Processing Division with rapid means of listing, scoring and computing the large volume of examination material.

Because of this electronic system, all candidates are now required to punch their examination answers on specially prepared answer cards. When returned to the Examining Center these score cards are machine processed at the rate of about 50 per minute. This, combined with other equipment such as "sorters," "collators" and "tabulators" substantially reduces the time involved in

publishing the examination results.

After each examination has been analyzed, the results are turned over to the Educational Specialists and other individuals who use this information to improve future exams.

With the feedback of statistical information to the educational specialists, the examination cycle is completed. As one cycle ends, work immediately begins on a new series of examinations. It's a long, tough job. So—the next time you take an examination for advancement, remember it's the fairest kind of test that could have been developed, and remember also that it was prepared with *your* best interests in mind.

WHAT'S THE SCORE—Machine accountants process punched exam cards.



THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• CHANGES TO UNIFORM REGS —

Here is a roundup of the latest changes to U.S. Navy Uniform Regulations, as approved by the Secretary of the Navy:

Officers, chief petty officers and Waves are now authorized to wear a white plastic-coated cap cover. It simulates the appearance of the white cotton cap cover, and is optional unless the white cotton cover is prescribed. (Arts. 0112.1, 0213.1, 0612.1 and 0811.1)

Navymen are now authorized to wear a plain white protective helmet, without insignia or ornamentation, while operating or riding as a passenger on any two-wheel motor vehicle. (Art. 1146)

A change for enlisted men authorizes the wearing of all distinguishing marks for which they are qualified, except any mark representing a qualification that is incorporated in the requirements for another mark for which they are qualified. These marks must be worn on the right sleeve of uniform coats and jumpers, joined in a vertical line midway between shoulder and elbow. When the Navy "E" is awarded to anyone who is authorized to wear other marks, the "E" must be worn one inch below the other mark or marks. (Arts. 0653.2, 0766.1 and 0866.1)

A new specialty mark is authorized for wear by those Navymen who will hold the new general rating of postal clerk. The specialty is a representation of a postal cancellation stamp. (Art. 0652.2)

The changes also affect Naval Academy midshipmen, authorizing the wearing of certain uniforms cor-

responding to those of commissioned officers (the tropical khaki long uniform and dinner dress white jacket uniform). Another change authorizes wearing of the eagle-anchor collar insignia on both collar points by all midshipmen, first class, of other than officer rank. (Arts. 0322, 0323, 0326, 0353, 0356 and 1112)

A change in officer regulations authorizes optional types of formal white dress shirts. (Art. 0134.1.b)

For women officers, a new change prescribes the wearing of gold grade sleeve stripes and sleeve devices on white uniform coats, instead of stripes and devices now worn. Use of both types will be optional until 1 Jan 1961. (Arts. 0231.2.a, 0252, and 0253.1)

• **NO COMMERCIALS** — Navymen had better steer clear of advertisements and such which could be taken for Navy endorsements of particular brands, products, or enterprises.

According to BuPers Notice 1000 of 12 May 1960 there are provisions in both the *BuPers Manual* and *Navy Regs* prohibiting officers and enlisted men on active duty from using their military titles in connection with any commercial enterprise.

To make sure everyone on active duty is aware of these restrictions, the notice calls on commanding officers to caution their personnel about the importance of avoiding situations which would expose them and the Navy to commercialization arising out of the use of their names and/or official positions in a manner sug-

gestive of endorsement or promotion of a particular commercial enterprise.

The notice was issued as a result of violations of the regulations.

• **REVISIONS** in the *Bureau of Naval Personnel Manual*, 1959, touching on subjects which range from parachute jumping to reenlistment have been made under Change Number Two to that publication. The revisions are designed to:

Clarify entitlement to reimbursement for shore patrol expenses.

Amplify the instructions for reenlistment under continuous service conditions.

Authorize the assignment of certain well qualified hospital corpsmen second class to independent duty billets.

Clarify procedures connected with the detail of officers to duty involving parachute jumping and for designation as parachutists.

Alter the regulations governing the training of airmen.

Clarify the instructions to be given upon separation to personnel with a six-year obligation.

Provide for the delivery of letters of appreciation to enlisted personnel being separated.

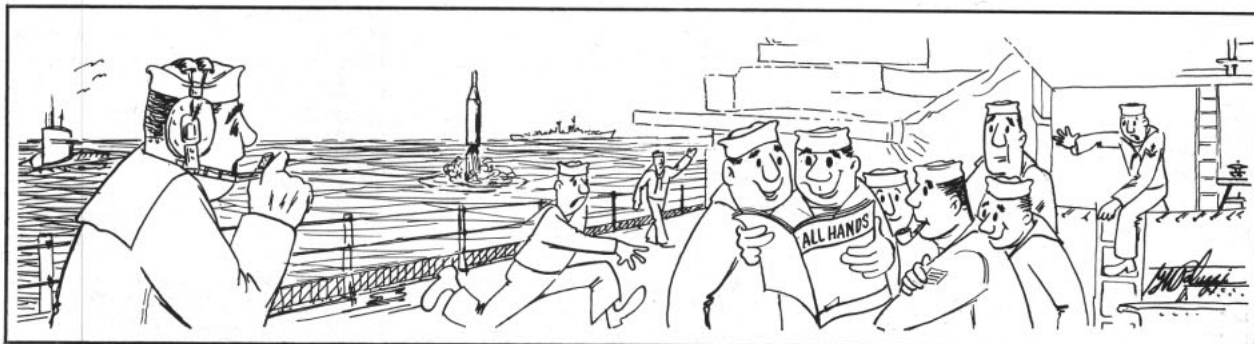
Clarify the instructions for transferring personnel for separation.

Revise the instructions concerning separation for hardship reasons.

Provide for the separation of enlisted personnel who have extended their active obligated service for the express purpose of participating in and completing a cruise.

Require the waiving of pension, disability compensation or retired pay by Reservists on active duty or training duty to prevent their drawing double compensation.

Incorporate, in the manual, instructions for maintaining the records of inactive Reservists residing



REMEMBER THE COUNT-DOWN ON ALL HANDS is -9-8-7-6-5-4-3-2-1 . . . share it with shipmates who are waiting.

or traveling in the Eastern Atlantic and Mediterranean area.

Besides these revisions, Change Two includes a number of pen-and-ink corrections and a list of the articles in the Manual which have been modified or held in abeyance by SecNav and BuPers directives.

• **SEAVEY SEGMENT III** — Sea duty cut-off dates for personnel in Seavey Segment 3-60 (Rating Groups IX, X and XI) were announced in BuPers Notice 1306 of 18 May 1960.

Eligible personnel in Segment 3-60 filled out their rotation data cards last month. The first set of orders will be issued in October 1960 for transfer in February 1961. Orders under Segment 3-60 will be issued monthly thereafter until September 1961.

Personnel in the Aviation Guided Missileman rating—which was disestablished on 1 Jul 1960—will convert to the AT and AQ ratings and will be ordered ashore in accordance with the sea duty cut-off dates established for those ratings.

Here are the cut-off dates for personnel in Seavey Segment 3-60:

ADC, 1, 2	Dec 58
AD3, AN	Dec 59
ATC, 1	Dec 58
AT2, 3, AN	Sep 59
ALC, 1	Dec 58
AL2, 3, AN	Sep 59
AOC, 1, 2, 3, AN	Dec 58
AQC, 1, 2	Dec 58
AQ3, AN	Sep 59
ACC, 1, 2, 3, AN	Dec 58
ABC	Dec 58
AB1, 2, 3, AN	Jun 58
AEC, 1	Dec 58
AE2	Jun 59
AE3, AN	Dec 59
AMC, 1	Dec 58
AM2, 3, AN	Jun 59
PRC, 1	Dec 58
PR2, 3, AN	Mar 59
AG1, 2	Dec 58
AG3, AN	Jun 59
AKC, 1	Dec 58
AK2	Jun 59
AK3, AN	Dec 59
PHC, 1	Sep 58
PH2	Mar 59
PH3, AN	Dec 59
PTC, 1, 2, 3, AN	Dec 58
HMC, 1, 2	Dec 58
HM3, HN	Jun 59
DTG, 1, 2	Dec 58
DT3, DN	Jun 59

• **VA FORM NEEDED** — Are you sure you have the proper beneficiary listed in the VA Files for your USGLI or NSLI policy?

Before saying, "Oh, sure," think a

minute. Maybe you thought about changing the beneficiary or method of settlement and then forgot to notify the VA. It can happen. And it does.

The VA, in fact, is concerned over recent cases where apparently the wrong person has received the benefits from a serviceman's life insurance policy.

In one example, the VA reports, a serviceman who took out his policy in the early '40s listed his parents as beneficiaries. Later, he was married and raised a family of three children. In the meantime, his parents were divorced. The serviceman apparently forgot about his beneficiary provision, because when he died his family was deprived of the insurance benefits with the money going to his parents.

The correct procedure for advising the VA of a change in beneficiary is to file a VA Form 9-336. This form carries the lengthy title, "Change or Designation of Beneficiary and/or Change or Selection of Optional Settlement."

Check your insurance policy and make sure you have the proper beneficiary listed. If not, file a VA Form 9-336 and make the change. Your Insurance Officer should have a supply of these forms.

• **"YOUR PERSONAL AFFAIRS"** is the title of a new pamphlet that has been released by the Department of Defense and is being made available to all military personnel.

This booklet stresses the importance of having an up-to-date record of vital personal and family documents and papers and letting other family members know its contents and location.

This DOD pamphlet (DOD Pam 6-15 or NAVPERS 15900A) is designed to provide general information about matters affecting your personal affairs. It is not intended—nor should it be considered—to be a complete explanation of the various laws and regulations discussed.

It briefly explains the purpose of a will, a power of attorney, joint bank account, a safe deposit box, and points out that military legal assistance officers can advise and help military personnel in a wide range of personal matters.

Details about dependents' survival benefits provided by the Armed Forces, Veterans Administration and Social Security are also included.

HERE'S YOUR NAVY

Striking Fleet Atlantic, a sea-going command with headquarters aboard the tactical command ship USS Northampton (CLC 1), was activated in November 1952 to provide an integrated naval force under the previously established Supreme Allied Command in the Atlantic. Commander Second Fleet was designated commander of the new organization.

Created through agreement and cooperation of member nations of the North Atlantic Treaty Organization (NATO), this new fighting arm was tailored to meet specific wartime needs of NATO and National commanders in containing an aggressor if he should strike by land, sea or air.

A balanced force of combatant and non-combatant ships, in which the fast carrier task force is the fighting core, SFA helps extend NATO's concept of offensive and defensive naval operations geared to support the missions of friendly sea and land-based air power.

Exercise Mainbrace in 1952 and exercise Mariner in 1953 were staged by the Striking Fleet to provide the integrated forces with experience in



operating together, and to improve cooperation and communication between the various participating commands. In addition these exercises afforded realistic combat conditions, during which the surface, sub-surface and air units involved sharpened their techniques and capabilities. Later, in 1957, another coordinated NATO exercise, Strikeback, concentrated the greatest number of warships ever assembled under a NATO commander.

Since its establishment Striking Fleet Atlantic has been commanded successively by: Admiral (then VADM) Felix B. Stump, VADM Thomas S. Combs, ADM (then VADM) Edmund T. Wooldridge, VADM Charles J. Wellborn, Jr., VADM Robert B. Pirie, VADM Bernard L. Austin, and VADM W. R. Smedberg, III. Its current commander is VADM Harold T. Deutermann.

Today, through unity and continued progress, Striking Fleet Atlantic contains sufficient power to permit NATO commanders to conduct operations consistent with the security requirements of all member nations.

THE BULLETIN BOARD

Puzzled about Pro Pay? This Should Help Straighten You Out

EVER SINCE PROFICIENCY PAY was conceived back in 1958, and again, again and again as each new list of pro pay awards is announced, comments—both pro and con—have run hot and heavy throughout the Fleet.

Here are excerpts from some of the letters that have been received about pro pay and the replies to them. Perhaps this question-and-answer-type presentation will resolve some of the existing uncertainties in your mind about pro pay.

To begin, we'll take a letter from a Senior Chief Aviation Electronics Technician. His ideas about pro pay are similar to many repeated throughout the Fleet. He says: "... The instructions concerning pro pay state that it is slated mainly for career personnel. If this is the case, why can't an E-8 or E-9 draw pro pay? I certainly believe that a senior or master chief should definitely be considered as career personnel."

The original law authorizing pro pay, the DOD instruction and the latest BuPers Notice on this subject (1430 of 2 Feb 1960) explain the intent of pro pay. Pro pay can be described as "career incentive pay"—additional compensation that will help retain beyond one enlistment, qualified personnel in the critical ratings.

Under a recent revision of the Navy's pro pay regulations, career personnel who pass the pro pay exams are the first in line to receive pro pay. Then, if there are any remaining allocations, they will go to the non-career men who pass the pro pay examinations.

For proficiency pay purposes, career personnel are defined as those who have served, or are obligated to serve seven years' active duty. In other words, this means that persons in the lower pay grades who have reenlisted, extended or have agreed to extend or reenlist will be given first crack at pro pay.

Senior and master chief petty officers are, of course, considered to be career personnel. But, as you can see by the original intent of pro pay,

All-Navy Cartoon Contest
L. E. Crutchfield, AKAN, USN



it was never intended for the two senior grades. Pro pay serves as an added incentive for lower rated personnel in the critical ratings to follow in the foot steps of the E-8s and E-9s.

To go into a little more detail, 70 per cent of all pro pay authorized must go to second and third class petty officers in the critical ratings; 15 per cent to those in pay grades E-6 and E-7 in the critical ratings, and the remaining 15 per cent to recruiters and personnel of all pay

All-Navy Cartoon Contest
W. R. Maul, CT1, USN



"But I've found that by adding, ever so gently, a delicate dash of paprika, just before the souffle starts to brown you achieve a heavenly. . . ."

grades in the "outstanding effectiveness," or non-critical, ratings.

Thus, 85 per cent of all pro pay goes to personnel in the critical ratings. For purposes of pro pay, critical ratings are those which require long periods of specialized schooling or in-service training; require special technical or leadership aptitudes; have low first-term reenlistment rates; and have a relative shortage of career petty officers.

A CTC says: "I don't see how it is possible to state certain ratings are more critical than others and thus should be given opportunities to draw extra pay without advancement. Each rating has been set up to perform a vital function of the Navy. Without competent personnel in each of them, efficiency of any ship or station suffers."

No argument there at all. All ratings do perform a vital function in the Navy. Proficiency pay, however, was established so that the services could more equitably compete with industry for highly skilled technicians. You must agree that some ratings are more technical than others and they rightly deserve the extra compensation afforded them through pro pay as an incentive to remain on active duty.

The idea of this incentive pay concept for personnel in highly critical fields is not new in the armed forces. For a number of years now the Navy, as well as all of the other services, have paid physicians and dentists special incentive pay ranging from \$100 to \$250 per month so long as they remain on active duty.

The reasoning behind pro pay for enlisted men is basically the same as this special incentive pay for doctors and dentists—simply to keep technical and highly trained personnel on active duty.

"It has been said that pro pay will hold critical skills in the Navy. I don't believe this to be true. Should there be a low reenlistment percentage of electronics technicians, for example, the few extra dollars realized in pro pay will not encourage a man to choose a Navy career as op-

posed to civilian employment. It would take many times the amount realized in pro pay to meet this objective. Furthermore, it seems that pro pay has created an air of frustration as to the soundness or permanence of the Navy rating structure. In choosing a career, a person must consider the soundness and lasting qualities of it. Right now, the rating structure appears very unstable with no one knowing what the future might bring."

It has not been claimed that proficiency pay will hold personnel in the Navy. However, it is hoped that it will increase the first term reenlistment rate.

The over-all first term reenlistment rate (for all ratings) in 1958 when pro pay was authorized was approximately 24 per cent. For the critical ratings it was 17 per cent. It was felt that if the first term reenlistment rate for the critical ratings could be raised to 24 per cent, then pro pay would be accomplishing its purpose. Your statement that this is not happening is unsubstantiated. As yet, the Bureau has not been able to make a true estimate regarding the effect of proficiency pay upon reenlistment in the critical ratings.

Further, proficiency was originally intended, and will remain, separate from advancement. This was done so that none of the privileges of the higher grade would be extended to lower rated personnel drawing proficiency pay.

"Another objective of pro pay is to award personnel who have demonstrated outstanding effectiveness in any rate. I feel these men are usually awarded, or should be, by making their rates quickly. If a man is really proficient he will advance rapidly. I consider a promotion as a permanent type of award, one to be proud of, and be respected for. Also, it is very easy for personal feelings to enter into the choice of men demonstrating outstanding effectiveness."

Here we go again, but "making rates quickly" is limited to a very few ratings. Even some critical rates (critical insofar as proficiency pay is concerned) have limited advancements. In many ratings, even truly outstanding individuals must wait a number of years for advancement to certain pay grades.

According to a CTC, "Pro pay has damaged the prestige and respect of

the higher rated petty officers. In many instances, a man getting pro pay draws more money than a man in the next higher rate. This doesn't invite healthy relationships or respect. In addition, pro pay has caused resentment and bickering among the different ratings and men of the same rate. The Navy can't progress and meet these challenging times under such conditions."

Respect is not equated to the salary earned, but is gained by exhibiting qualities of leadership, knowledge and fairness that are above average. When a senior petty officer finds that he has not gained, or has lost, the respect of his men, he should evaluate his own performance and not seek some excuse, such as pay, to blame for his failures.

Proficiency pay is, as said earlier, an incentive pay program. It does not include the privileges of the

recognition of a higher pay grade.

A signalman writes: "I am now on sea duty and drawing pro pay. However, I have been ordered ashore for recruiting duty. If my interpretation of BuPers Inst. 1430.12A is correct, my pro pay will be canceled the day before I am transferred to recruiting duty. Am I right? If so, why?"

DOD Regulations — upon which the Navy's pro pay instructions are based — stipulate that you must continue to be proficient in your rating or else you will lose your pro pay. As a recruiter you will not be in a position to display proficiency as a signalman.

It must be pointed out that just because an individual is transferred to another billet he does not automatically lose his pro pay. An individual will lose his pro pay upon transfer only if he is assigned to a billet which does not utilize the skills of his particular rating. As an example, if a gunner's mate is assigned to short duty as a Guard Mail PO., or in your own case, an SM is assigned to recruiting duty, these men are not using the skills of their rating.

However, in your particular case, all is not lost. Pro pay is authorized for recruiters, regardless of their rating, and if you are as proficient as a recruiter as you are as a Signalman, you will be afforded the opportunity to qualify for pro pay as a recruiter.

"I'm an MM1 on sea duty and currently drawing pro pay. I am a qualified deep sea diver and am being ordered ashore to a diving billet. Will I continue to draw pro pay on shore duty as a diver or will it cease upon my transfer?"

As said earlier, you will continue to draw pro pay upon transfer if you are ordered to a billet where you will perform the duties of your rating. Although you are a qualified diver and are being assigned to diving duties, you will not draw pro pay unless your primary duties ashore will be within the scope of the machinist's mate rating. Pro pay is paid according to rating and not for special qualifications such as diving, EOD, UDT, etc., that are not related or do not require the skills of any particular rating.

There are also a number of questions concerning pro pay upon advancement. Here are a few examples:

An RM1, recently selected for

NOW HERE'S THIS

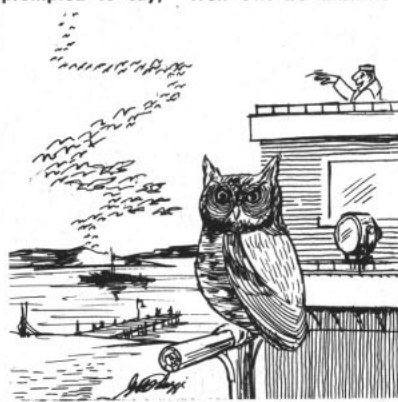
Gone Gulls

The Navy Electronics Laboratory at San Diego, Calif., has taken care of a problem that was strictly for the birds—or at least about them.

The birds were sea gulls, which created the problem by roosting on the NEL oceanographic tower. A call for help, published in the bi-weekly activity report of the Office of Naval Research facility in Pasadena, Calif., brought a response from an ONR researcher in Boston, Mass.

He suggested that plastic owls be placed on the tower to frighten the gulls away. NEL followed the suggestion, and at latest report, the gulls haven't come back yet.

Unfortunately—for those who are statistically minded—no accurate count was kept of the number of punsters who were prompted to say, "Well owl be darned."



advancement to CPO, writes: "In November 1959, I took the proficiency pay exam and as a result I began to draw P-1 pay of \$30 per month effective 16 Jan 1960.

"A few weeks later I took the E-7 exam and as a result I will be advanced to RMCA on 16 Sep 1960. Now that you have the facts, here's my question: Will I continue to draw pro pay on the basis of my RM1-P1 exam or will it be discontinued when I am advanced to CPO?"

When advanced to Chief, you will continue to draw pro pay unless you fail to requalify on the next proficiency pay examination, or, if in the opinion of your CO, you fail to maintain the required degree of proficiency. These details are spelled out in BuPers Inst. 1430.12A.

A YN1 writes: "It may be me, but many others whom I have talked to seem to share the same opinion. The present system of awarding pro pay is somewhat unfair and defeats its own purpose.

"I have always understood that pro pay was made only to extra-proficient personnel in the rate they held at the time they were examined for pro pay. If such is the case, how can a man who was just advanced be proficient in the higher grade and draw pro pay. For instance, persons who took the PO2 and PO3 proficiency pay exams last November and then were advanced to PO1 and PO2 on 16 Dec 1959 as a result of the August 1959 advancement in rating exams. These same people who were examined for pro pay as PO2s and

PO3s are now drawing pro pay as PO1s and PO2s.

"I can't quite understand how a man who has served in a higher rate for only 30 days can be considered proficient. I feel that if a person is advanced to a higher rate after taking the pro pay exam for a lower rate, he should be denied pro pay."

As said earlier, pro pay and advancement are two entirely different systems. However, you must remember that one of the eligibility requirements an individual must fulfill before he can even be recommended for advancement in rating is to demonstrate the skills and abilities, and satisfactorily perform the duties of the next higher rate. Thus, an individual must be qualified in all respects or else he wouldn't have been recommended for advancement.

BuPers Inst. 1430.12A says a man is entitled to pro pay upon advancement provided he maintains his proficiency. This policy of awarding pro pay to an individual regardless of the sequence of advancement and the effective date of pro pay award is based on the DOD pro pay instructions which say: "A member receiving proficiency pay, who is promoted in military grade, may retain his proficiency pay status until there has been an opportunity to evaluate him in relation to other personnel in his new military grade and skill level . . ."

Also in relation to advancement, a YN2-P1 writes: "We have a Senior Chief Petty Officer aboard this activity who participated in both the August 1959 examinations for advancement to E-8 and the ICC-P1 examinations in November 1959. He was advanced to ICCS on 16 December 1959 and was authorized by the NAVEXAMCEN GLAKES to draw proficiency pay as a result of the November ICC-P1 examination. However, the personnel officer and the local Navy Regional Accounts Office refuse to pay him his proficiency award. This stems from what I believe to be a series of conflicting statements. For example: BuPers Inst. 1430.12A, paragraph 6 a, states 'Be serving in pay grades E-4 through E-7.' The chief in question was serving in pay grade E-7 at the time of the pro pay examination. Paragraph 9 (h) of this same instruction says: 'Personnel advanced to pay grade E-8 shall have proficiency

pay revoked on the day preceding the effective date of advancement.' This chief was not an E-8 at the time of examination for pro pay, but he was an E-8 at the time of commencement of pro pay. Consequently, since pro pay was not in effect at the time of advancement, it could not be revoked on the day preceding the effective date of advancement. Therefore: If an E-7 is eligible for pro pay and it was not revoked upon his advancement, does it not follow that it is still in effect? And lastly, BuPers Inst. 1430.12A, paragraph 10 j (1) says: Members advanced in pay grade in the following instances are eligible: (1) Members participating for proficiency pay in present pay grade, but are advanced based on advancement examination taken prior to proficiency pay examination.

"I have read and re-read these portions of the instructions and can find no reason whatsoever for denying pro pay to this chief and I assume, many others. How about an interpretation of all this?"

Although this all may sound confusing, it is not a matter of interpretation. It is simply that all instructions specifically state that E-8 and E-9 personnel are not eligible for pro pay. Therefore, advancement to E-8 invalidates any pro pay award. The sequence of events — exam, advancement, award—have no bearing in the case of personnel selected for advancement to E-8.

For further details on pro pay see pages 48-49 in the December 1959 issue of ALL HANDS and pages 44, 45, 46 in the March 1960 issue.

All-Navy Cartoon Contest F. E. Cooksey, RMC(SS), USN



"How's things down in the laundry, Jones?"

All-Navy Cartoon Contest E. J. Geisler, YN1, USN



"Private, what are you doing with a thinking man's cigarette?"

Chance to Advance Is Good in Most Rates

NOW THAT THE AUGUST ADVANCEMENT examinations are under your belt, here's an estimate of your advancement opportunities.

This estimate is based upon a BuPers study of available statistics, past performances, and a considered estimate of all the variables which might affect the number of personnel who may be advanced in November 1960 as a result of the August exams.

As is indicated by the following table advancement opportunities are best in the ratings with the most vacancies. Emergency service and service ratings, although not listed, have the same advancement opportunities as the related general service or general ratings.

Here's what the numbers in the table mean:

Code 1—Excellent. Of those passing examinations, from 70 to 100 per cent will be advanced. The greatest shortages exist in these rates.

Code 2—Good. Of those passing, from 36 to 70 per cent will be advanced.

Code 3—Fair. From 10 to 35 per cent of those passing will be advanced.

Code 4—Poor. Less than 10 per cent of those who pass will be advanced. While these rates are not closed, the Navy already has an adequate number of personnel in them.

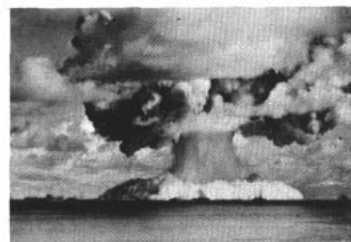
Now, check the code for your rate.

RATING	EXAMS FOR ADVANCEMENT TO PAY GRADE			RATING	EXAMS FOR ADVANCEMENT TO PAY GRADE		
	E-4	E-5	E-6		E-4	E-5	E-6
GROUP I	CODE NO.			GROUP VII	CODE NO.		
BM	2	2	2	EN	1	1	2
QM	1	1	1	IC	1	1	1
RD	1	1	1	ML	1	1	1
SM	1	1	1	MM	2	1	1
SO	1	1	1	MR	1	1	1
GROUP II				PM	1	1	1
FT	1	1	1	SF	1	1	2
GM	2	1	1	GROUP VIII			
GS	2	1	1	BU	1	1	1
MN	1	1	1	CE	1	1	1
NW	1	1	1	CM	1	1	3
TM	1	1	1	EO	1	2	4
GROUP III				SV	1	1	1
ET	1	1	1	SW	1	1	2
GROUP IV				UT	1	1	1
IM	1	1	1	GROUP IX			
OM	1	1	1	AB	2	2	2
GROUP V				AC	1	1	2
CS	1	1	2	AD	1	3	3
CT	1	1	1	AE	2	1	1
DK	1	1	2	AG	2	1	1
JO	2	1	1	AK	2	2	2
MA	1	2	2	AM	2	1	1
PN	1	1	2	AO	1	2	2
RM	1	1	1	AQ	1	1	1
SH	3	3	4	AT	1	1	1
SK	2	1	1	PH	1	1	1
TE(RM)	-	-	1	PR	1	1	2
YN	1	1	2	PT	1	1	1
GROUP VI				TD	2	2	2
DM	1	1	1	GROUP X			
LI	1	2	2	HM	2	2	2
MU	1	1	1	GROUP XI			
GROUP VII				DT	1	2	2
BR	-	-	1	GROUP XII			
BT	1	1	2	SD	4	3	3
DC	1	2	3				
EM	1	1	1				

One of the threats of the atomic age is the possibility of conflict in the form of nuclear warfare. It is important, therefore, that each of us understands the nature of such warfare and that we are thoroughly trained in the means and methods of protecting ourselves and our ship or station.

If an attack comes, no matter where we are or what we are doing, we must be able to make the right moves and make them quickly. This is one time when it really pays to be prepared.

Try out this test with the following questions to see how much you know.



1. A nuclear explosion differs from a TNT explosion in that it is accompanied by (a) thermal radiation, (b) blast, (c) nuclear radiation, (d) shock.

2. The nuclear burst which presents the most danger to a ship is a (a) air burst, (b) underwater burst, (c) surface burst, (d) underground burst.

3. On a fairly clear day, the heat from an air burst of a one-megaton weapon will be of sufficient intensity to cause moderately severe burns as far away as (a) six miles, (b) 12 miles, (c) 18 miles, (d) 24 miles.

4. A nuclear burst whose fireball at maximum brilliance touches the land or water is called a/an (a) underwater burst, (b) air burst, (c) underground burst, (d) surface burst.

5. Radioactive contamination of the interior of a ship can be reduced by (a) wetting down all surfaces, (b) maneuvering, (c) securing all openings and ventilation systems, (d) removing all paint.

6. You may acquire an overdose of nuclear radiation by (a) not being properly dressed, (b) remaining in a radioactive area too long, (c) leaving your station, (d) helping an injured shipmate.

7. In an underwater burst, the topside of a surface ship may become contaminated owing to the (a) large water waves, (b) height of the burst, (c) heading of the ship, (d) fallout and base surge.

Check your answers on page 51.

Revised Rotation Policy Set Up for Junior Aviation Officers

In a move to improve combat readiness and at the same time reduce Navy aircraft accidents, new rotation policies and tours of duty have been established for code 13XX aviation officers and LDO officers

who have aviation designators.

After completing flight and/or other functional training, aviation officers will normally be assigned to Attack Carrier Air Group (CVG) Squadrons, Antisubmarine Warfare

Squadrons, or land-based non-ASW squadrons.

Officers assigned to CVG squadrons can expect to remain in the program (VF/VA/VAH/VAP/VCP/VFAW/VAW, etc.) for an entire four-year sea tour, modified as required for overseas tours.

A four-year tour can also be expected by officers assigned to VS, VP, ZP and HS squadrons, again modified as required by overseas tours. They may request rotation between any two of these ASW programs on a two-three year split tour. This rotation will normally take place after two years in the first assignment.

If an officer is assigned to land-based non-ASW squadrons (VW/ZW/VQ/VR/VU/HU/GMGRU/FASRON, etc.) he will be assigned a three-year tour of duty, or as modified by overseas tours. He may request rotation to either a VP, VS, or HS squadron after a minimum of two years in his first assignment. The total sea tour may not exceed five years, however.

Later tours of sea duty for officers through the grade of lieutenant commander will normally be for four years. Emphasis will continue to be on operational flying assignments during the second sea tour; however, there will be considerable split-touring to ship, staff and overseas assignments. Officers assigned to ASW and non-ASW land-based squadrons will be given an opportunity to rotate between ship-based and land-based squadrons. The third sea tour will continue to be a split-tour of two years in an operational flying assignment and two years in ship, staff, or overseas assignments.

Shore tours for officers in the grades of ensign through lieutenant commander will usually be for three years. Exceptions to this will occur in some cases for officers attending school. After one or two years of this training, however, these officers may expect to be rotated to a shore billet involving operational-type flying. In such cases the tour ashore may extend to four years. Every effort will be made to avoid assigning highly qualified and motivated aviators to combat-readiness flying billets for more than two years dur-

First Tours in Squadrons Home-Ported Overseas

LOCATION	PERSONNEL WITH DEPENDENTS	ROTATE TO	ALL OTHER PERSONNEL	ROTATE TO
Hawaii (except VW)	36	CONUS shore duty	36	CONUS shore duty
Hawaii (VW) Straight tour	36	CONUS shore duty		CONUS shore duty
Midway Rotation	18 months at Hawaii followed by 12 months at Midway (accompanied by dependents)	CONUS squadron until RAD or one year in CONUS squadron	36 12 Hawaii followed by 12 Midway	CONUS squadron until RAD or three years' sea duty
Japan	36	CONUS shore duty	36	CONUS shore duty
Okinawa	30	CVG & VP: CONUS squadron until completion appropriate sea tour ALL OTHERS: CONUS shore duty	24	CONUS squadron until RAD or completion appropriate sea tour
Philippine Islands	24	CONUS squadron until RAD or completion appropriate sea tour	24	CONUS squadron until RAD or completion appropriate sea tour
Guam	24	CONUS squadron until RAD or completion appropriate sea tour	24	CONUS squadron until RAD or completion appropriate sea tour
Argentina, Newfoundland	24	CONUS squadron until RAD or completion appropriate sea tour	18	CONUS squadron until RAD or completion appropriate sea tour
Bermuda	36	CONUS shore duty	24	CONUS squadron until RAD or completion appropriate sea tour
Guantanamo Bay, Cuba	24	CONUS squadron until RAD or completion appropriate sea tour	18	CONUS squadron until RAD or completion appropriate sea tour
Puerto Rico	36	CONUS shore duty	24	CONUS squadron until RAD or completion appropriate sea tour
United Kingdom, Spain, France	36	CONUS shore duty	36	CONUS shore duty

ing the first shore duty tour.

Officers in the grade of commander and above will continue to be rotated between sea and shore assignments as required to satisfy the needs of the service and the career needs of the individual officers.

Some aviation officers may be assigned overseas by a Naval Air Force Type Commander. For the most part, regular sea tours as prescribed for various grades also apply to units home-ported overseas. Such tours, however, will not exceed the tour length as prescribed "with dependents" for that area. Deviation from the foregoing will be made by the Chief of Naval Personnel as service needs and career interests dictate.

In some cases, officers may be extended in overseas assignments for a maximum of six months in excess of an area tour.

If an officer comes from an isolated overseas location where the tour length is two years or less, he will normally be assigned to a Fleet activity home-ported in the CONUS for two years before being rotated to shore duty.

Generally an officer will not be ordered to an isolated overseas location after spending three years in an operational squadron, unless specifically requested by the officer concerned and approved by the Chief of Naval Personnel.

Aviation officers who are first assigned to CONUS-based squadrons may be rotated to overseas duty for the tour lengths prescribed in the table provided the total sea tour does not exceed four years. Individual officers may request deviation. All Reserve officers may be extended six months to meet RAD dates.

The table here lists the length of overseas tours and the rotation policy for first sea tour aviation officers assigned to squadrons home-ported overseas. For more details see BuPers Inst. 1301.35.

Two Correspondence Courses Ready for Group VIII Ratings

Two new enlisted correspondence courses for Navymen in the Group VIII (Construction) ratings are now available, and four old ones have been discontinued.

The new courses are: *Utilities*

Man 1 & C (NavPers 91596-1) which consists of six assignments and counts for 18 Reserve retirement points; and *Draftsman 1 & C* (NavPers 91489)—seven assignments and 21 retirement points. The new UT course can be taken for repeat Naval Reserve credit.

The four discontinued courses are: *Steelworker 3* (NavPers 91588-D), *Steelworker 2* (NavPers 91589-B), *Utilities Man 1* (NavPers 91595-B), *Utilities Man C* (NavPers 91596-B).

List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature movies available from the Navy Motion Picture Service Bldg. 311, Naval Base, Brooklyn 1, N.Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number.

Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in June.

Dark Passage (1525): Drama; Humphrey Bogart, Lauren Bacall.

The Bramble Bush (1526) (C): Drama; Richard Burton, Jack Carson.

Please Don't Eat the Daisies (1527) (C) (WS): Comedy; Doris Day, David Niven.

The Adventures of Robin Hood (1528): Drama; Errol Flynn, Basil Rathbone.

The Leech Woman (1529): Science-fiction; Colleen Gray, Grant Williams.

Guns of the Timberland (1530) (C): Melodrama; Alan Ladd, Jeanne Crain.

Bobbikins (1531) (WS): Comedy; Shirley Jones, Max Bygraves.

Jack the Ripper (1532): Melodrama; Lee Patterson, Eddie Byrne.

Adventures of Don Juan (1533): Melodrama; Errol Flynn, Viveca Lindfors.

Three Murderesses (1534) (C): Comedy; Alain Delon, Mylene Demongeot.

Comanche Station (1535) (C) (WS): Western; Randolph Scott, Nancy Gates.

Chance Meeting (1536): Drama; Harry Kruger, Stanley Baker.

Two Guys from Milwaukee (1537) Comedy; Dennis Morgan, Jack Carson.

Visit to a Small Planet (1538): Comedy; Jerry Lewis, Joan Blackman.

Adventures of Huckleberry Finn (1539) (C) (WS): Drama; Tony Randall, Patty McCormack.

Man or Gun (1540) (WS): Western; MacDonald Carey, Audrey Totter.

Dr. Ehrlich's Magic Bullet (1541) Drama; Edward G. Robinson, Ruth Gordon.

Heller in Pink Tights (1542) (C): Comedy; Sophia Loren, Anthony Quinn.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

These directives cover a period of two months.

Alnavs

No. 8—Warned all personnel of the hazards of highway travel during

All-Navy Cartoon Contest
C. Wise, HM1, USN



"No, I didn't take a shower. . . . Is one missing?"

weekends, especially over holidays.

No. 9—Announced approval by the Secretary of the Navy of the report of a selection board which recommended warrant officers and chief warrant officers for promotion to chief warrant officer, W-4; chief warrant officer, W-3 and chief warrant officer, W-2.

No. 10—Announced the convening of selection boards to recommend officers in the grade of captain on active duty for promotion to the grade of rear admiral and to recommend USN officers for continuation on the active list.

No. 11—Ordered suspension of the use of certain types of flexible hose used for oxygen charging.

Instructions

No. 1120.19A—Prescribes the regulations and procedures whereby eligible Navy officers may request transfer to the medical service of the Army or Air Force.

No. 1301.25A—Sets forth instructions regarding the submission of the new Officer Preference and Personal Information Card (NavPers 2774).

No. 1321.2C—Announced changes to this Instruction, which is concerned with the issuance of temporary additional duty orders involving travel of officers and midshipmen.

No. P1430.7D—Provides guidance and information concerning advancement in rate and rating of enlisted personnel on active duty.

No. 1440.25—Announces the disestablishment of the Aviation Guided Missileman (GF) and describes the change of rating procedures for active duty GF personnel.

No. 1440.26—Established the rating of Postal Clerk (PC) and describes the implementation procedures.

No. 1910.11D—Provides for the early separation of certain enlisted personnel of lower professional competence and adaptability.

No. 5321.2D—Describes the nature of the Manpower Authorization (NavPers 576) formerly the allowance/complement, and of the procedures for insuring its validity.

No. 5815.1—Provides guidance for authorities in connection with the suspension of court-martial sentences of enlisted Navy personnel.

Notices

No. 1306 (30 April)—Announced advanced information concerning the change in length of a normal

tour of Bupers-controlled instructor duty.

No. 1560 (3 May)—Announced the availability of periodicals in the Russian language.

No. 1000 (12 May)—Invited attention to the prohibiting of members of the naval service, while on extended active duty, from using their military titles in connection with any commercial enterprise.

No. 1306 (18 May)—Announced the sea-tour commencement cutoff dates to establish the eligibility of enlisted personnel for Seavey Segment Three, effective 1 October.

No. 1700 (18 May)—Provided rules governing the 1960 All-Navy and the Ninth Inter-Service Photography Contest.

No. 1020 (19 May)—Announced changes to U.S. Navy Uniform Regulations.

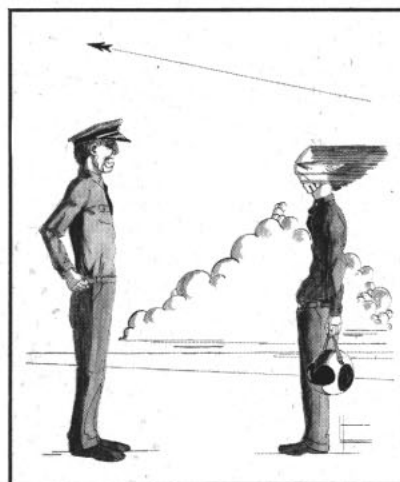
No. 1418 (19 May)—Announced the schedule for Navy-wide examinations for enlisted personnel to be held in August.

No. 1910 (20 May)—Suspended BuPers Inst. 1910.11C, which is concerned with the separation of certain enlisted personnel serving on active duty.

No. 1221 (23 May)—Alerted all commands to the distribution of Change No. 1 to *Manual of Navy Enlisted Classifications* (NavPers 15105B).

No. 1520 (31 May)—Provided information concerning the planned fiscal year 1962 Navy Postgraduate Educational Program.

All-Navy Cartoon Contest H. L. Funston, BT2, USN



"I see you've been flying with the top down again Mr. Quinney."

No. 1552 (31 May)—Announced to commanding officers the distribution of *Training Publications for Advancement in Rating* (NavPers 10052-H).

No. 1133 (4 June)—Provided information concerning the cancellation of the program of selective retention of personnel approaching, completing or exceeding 20 years service.

No. 1418 (8 June)—Forwarded Change No. 1 to BuPers Notice 1418 of 19 May 1960 which is concerned with the Navy-wide examinations for advancement in rating.

No. 1130.4F (9 June)—Changed BuPers Inst. 1130.4F, which is concerned with the enlistment in the Regular Navy of Naval Reserve personnel serving on active duty.

No. 1321 (9 June)—Provided information relative to a revised system and format for issuance of Repeat Travel Orders.

No. 1430 (9 June)—Discussed the advancements resulting from the February 1960 Navy-wide examinations and estimated the opportunities for advancement as a result of the August Navy-wide examinations.

Get Out Your Cameras for All-Navy Photo Contest, Deadline Is 1 October

Navy shutterbugs will have a chance to display their talents again this year in the 1960 All-Navy Photography Contest and, if good enough, in the Ninth Inter-Service Photography Contest.

The 1960 All-Navy Photo Contest will be conducted in October 1960 at the Bureau of Naval Personnel in Washington, D.C. Winning entries and other selected photographs will be forwarded to the Department of the Army for entry in the Ninth Inter-Service Photo Contest to be held in early December 1960 at the Army-Navy Country Club, Arlington, Va. The Army is host for this year's inter-service contest.

Preliminary contests may be held by the Fleet Commanders and Naval District Commandants. If local contests are held, all entries submitted will be forwarded to the Chief of Naval Personnel (Attn: Pers G11) for entry in the 1960 All-Navy Photo Contest.

Entries should be mailed in time to be received by 1 Oct 1960. NROTC and Reserve units are ex-

cluded from participation in the All Navy and Inter-Service Photo Contests.

Active duty personnel may submit entries in any of seven categories of the following two groups:

GROUP I—Black-and-white single photographs. Enlargements may vary from a minimum of 8 x 10 inches to a maximum of 16 x 20 inches. Entries must be unmounted and unmatte and may not be tinted. Toning, however, is permissible. Generally, negatives are not required but for all prize winning or honorable mention entries in this group negatives will be required upon notification of results of the All-Navy contest.

GROUP II—Color transparencies. They may be up to 4 x 5 inches in size and enclosed in plastic envelopes or other protective covering. All transparencies must be mounted and each marked with a red dot in the lower left corner of the mount when the transparency is held for normal viewing. The name and rank/rate of the contestant, together with the title and category *must be* printed on the mount.

The seven categories for each of the two groups include: (1) portraits, (2) babies and children, (3) animals and pets, (4) sports or action, (5) scenic, (6) military life, and (7) experimental.

Here are the contest rules:

- Any photograph which has been taken by the contestant after 1 Dec 1958 may be entered.
- Official military photographs will not be accepted.
- Entries considered unworthy of consideration or unsuitable for exhibition may be withdrawn by contest officials.
- Upon determining that an entry is not in the correct category, contest officials will either transfer or disqualify it.
- Entries which do not conform to size restrictions, are improperly identified, or not submitted properly will be disqualified.
- Color transparency entries will be returned to contestants. Although every possible effort will be made to assure safe return of entries, the Department of the Navy will not assume any responsibility for loss or damage.
- Black-and-white entries submitted for the 1960 All-Navy Photography Contest will automatically be

NOW HERE'S THIS



Cups Runneth Over

Cigar smokers aren't the only people who are on the receiving side aboard USS *Oglethorpe* (AKA 100), when a new baby joins a crew members family. Now, junior gets a gift too—from the ship.

The ship presents an engraved silver cup to each new arrival in an *Oglethorpe* family. In one ceremony this spring, 16 proud papas accepted the cups on behalf of their new youngsters.

The presentation ceremony is getting to be a tradition in *Oglethorpe*, and silver cups are a regular item on the Welcoming Committee's order list.

come the property of the Department of the Navy and will not be returned to the contestants.

• The standard entry blank (See enclosure one to BuPers Notice 1700 of 18 May 1960) may be used instead of a standard model release for individuals who are U.S. citizens and who are subjects of portraits photographs entered in the competition.

• No contestant may withdraw an entry during the contest.

• All military personnel on active duty for 90 days or more are eligible to enter. (Armed Forces personnel assigned to the U.S. Navy are considered to be members of the Navy for purpose of competition on the base, district and Fleet level.)

• All entries submitted will be identified as follows:

Group I—Affix a 3 x 5 card to the reverse of the photograph with the following information printed on

it: (1) Category, (2) Contestant's name, grade, service number and his military address, (3) Command forwarding the entry, and (4) Title of entry.

Group II—Enclose a 3 x 5 card with the transparency containing the same information as for Group I. This is in addition to the information which is to be placed on the mount.

• Each photograph entered must be accompanied by an entry form as shown in enclosure one to BuPers Notice 1700 of 18 May 1960. (This form may be reproduced locally on available equipment.)

Winning and selected entries from the Ninth Inter-Service Photo Contest will be exhibited in the concourse of the Pentagon and Smithsonian Institution, Washington, D.C., after the contest.

Suitable awards for the 1960 All-Navy Photo Contest will include one award for the winning photograph of each category of each group. The next four place winners will receive an honorable mention.

No contestant may receive more than one winning award for each group. A contestant may, however, receive an honorable mention in addition to a winning award.

Awards for the Ninth Inter-Service Photography Contest will be presented to the first three place-winners and three honorable mentions in each category of both groups. "Best of Show" awards will be presented to each group. The perpetual Inter-Service Photography Trophy will be awarded to the Service with the greatest number of points.

The Bureau has made every effort to obtain well qualified judges for the final selection, and local commands have been advised to select equally qualified judges at the district and local level.

QUIZ AWAY ANSWERS

Quiz Aweigh is on page 47

1. (c) Nuclear radiation.
2. (b) Underwater burst.
3. (b) 12 miles.
4. (d) Surface burst.
5. (c) Securing all openings and vents.
6. (b) Remaining in radioactive area too long.
7. (d) Fallout and base surge.

If you failed this quiz, you had better review the basic reference, ABC Warfare Defense (NavPers 10099).

Sailing to Saipan? Here's Latest Report on Living Conditions

SAIPAN MAY BE a long way from home but you'll find duty there not too different from any other Navy activity. Nevertheless, each duty station has its own small peculiarities. Here's a brief fill-in on living conditions you'll find there.

CLIMATE — The climate is fairly equable throughout the year. The average daytime temperature is in the middle 80's and drops to the high 70's at night. It is rarely uncomfortable. The humidity is high, especially during the rainy season which extends from August to December. This is also the period during which typhoons are most likely to strike although they usually are not severe in this area.

DEPENDENTS' TRAVEL—Dependents may not enter Saipan without a travel authorization from Commander Naval Forces Marianas, and a passport. Concurrent travel is sometimes authorized. The letter of authorization for dependents' overseas travel will be received in sufficient time to complete all necessary arrangements for passports prior to travel to Saipan. Military personnel are not required to have passports.

After the Commandant, Twelfth Naval District, has been advised that you are ready to depart on or after a certain date, you will be booked on the first available ship sailing after that date. You will be notified that space is offered you on a certain vessel departing from a certain port (San Francisco or Seattle). You will be given a time limit in which to wire your acceptance of this offer. Your reply should be sent to San Francisco.

Specific instructions will be given you as to when and where to report for embarkation. You should not leave home and proceed to the port of embarkation in advance of receipt of notice to report. Hotel accommodations are difficult to obtain in all principal ports. Air travel may be authorized under certain conditions, usually where small infants are involved and in certain pregnancy cases.

INOCULATIONS — Cholera, typhus, typhoid, tetanus and small pox immunizations are required for the Far East area.

BAGGAGE — Baggage should be shipped in trunks and footlockers.

Living Conditions Pamphlets

But suppose you don't get orders to Saipan? What if your orders are cut for Buenos Aires? Or Iceland, or London?

If you are about to move on to a new duty station, you'd be wise to request from the Chief of Naval Personnel, (Attn: Pers G22) a complete report on living conditions for that area.

Chances are, they'll have some information which will help you.

Hand baggage should be inexpensive and durable. It is not advisable to bring good luggage as the climate is very hard on all types of leather.

LIVING QUARTERS — Permanent government quarters are available for which rental allowance is deducted. Quarters are of the quonset variety. Concurrent travel is permitted if quarters are available, how-

ever, at the present time there is a waiting list of approximately eight to nine months for enlisted personnel. Quarters are adequately furnished with an electric stove, refrigerator, deep freeze, washing machine, dining room and living room furniture, single and double beds with mattresses, dressers, lamps, fans, end tables, coffee tables, floor lamps and table lamps. Curtains are not provided; however, it is not advisable to bring curtains or drapes because of the varied size of the windows. Rods are not provided. Quarters are either two or three bedrooms with one bath.

PRIVATE HOUSING — Private rentals are available at nominal rates. All such housing is subject to approval of the Public Works Department and on occasions tenants have had to stand the cost of installing adequate plumbing facilities. The farthest distance from private housing to the NAVAD area is about 15 minutes'

Saratoga Is a Famous Name, Dating from

It's not often that a defeat brings about a victory, but during the American Revolution a defeat of soldier-manned American ships on Lake Champlain helped make possible the decisive victory of the American Army at Saratoga.

Because of the delay caused by the lake battle in 1776, the British Army under General Carleton was forced to withdraw to winter quarters in Canada. Without the aid of this Army, General Burgoyne's troops were defeated at Saratoga when he attempted to invade New York State early the next spring.

Since then several U.S. Navy ships, including the current CVA 60, have borne the name *Saratoga*.

The first ship of that name was an 18-gun sloop-of-war of the Continental Navy. It was launched on 10 Apr 1780, and during one battle the ship simultaneously fought the British Navy's 28-gun *Elizabeth* and the 14-gun *Nancy*. After an hour, both British ships were captured.

Later during the war, *Saratoga* left her convoy to chase two enemy ships. She captured one of them, and was last seen pursuing the second. *Saratoga* and her entire crew

of six officers and 80 men were never heard from again.

The second *Saratoga* was a 26-gun ship-rigged corvette launched on 11 Apr 1814. One of her earliest actions was the best known Battle of Lake Champlain—fought during the War of 1812. *Saratoga* avenged the earlier defeat on that lake by leading an American naval force to one of the outstanding victories of the war. *Saratoga* was finally sold in 1825.

A first-class sloop of 20 guns was the third *Saratoga*. She was launched on 26 Jul 1842 and performed routine duties until the Mexican War. She then joined the blockading squadron off Vera Cruz.

When the ship was later assigned to the West India Squadron in 1847 she was skippered by Commander David G. Farragut.

During the Civil War, this *Saratoga* sailed as an escort for merchant ships and was also part of the South Atlantic Blockading Squadron. After that she was laid up for a few years before taking on a new job of training Navy recruits. In 1890 she was loaned to Pennsylvania as a school ship and was finally sold in 1907.

drive. A car is essential for this as there is no local transportation. Most private housing is far below U.S. standards and one should not expect to find housing comparable to that in the States. Furniture for private housing is not available from the U.S. Naval Administration Unit and very little is available in the local market. That which is available is high in price.

Electrical current is 110/220 volt, 60 cycle AC.

BOQ quarters are all furnished. No wardroom or closed mess is operated. Officers eat on the general mess.

DOMESTIC HELP — Daytime servants are available at \$1.50 per day average. Rates for baby-sitters and night-time servants are comparable.

SPECIAL EQUIPMENT — Hot lockers are in each house for storage of leather goods which prolongs their life. Closets are equipped with electric lights to reduce the humidity and dry out clothes. Some mildew forms on items and they should be

frequently inspected before complete deterioration takes place.

Clothes dryers are not furnished and are not always available through the Navy Exchange. A clothes dryer is recommended for the rainy season, particularly for those families with small children.

The water on Saipan is hard and clothes with elastic deteriorate quite rapidly. There are several commercial preparations on the American market which if properly used, will prolong the life of such garments.

There are limited laundry facilities available. Housing allowance of washing machines is adequate to meet all laundry needs.

CLOTHING — Washable garments are a necessity since there is no dry cleaning service available on the Island. Everyone should, of course, bring bathing suits.

Plenty of clothing of all types should be brought as very little is available locally or through the Navy Exchange. Stateside mail order houses provide the most usual source.

Officers should have at least two pairs of long khaki cotton trousers and a like number of long-sleeved khaki shirts, two pairs of khaki tropical shorts, two khaki tropical short-sleeved shirts, six white tropical shorts, or long pants, six white tropical short-sleeved shirts, two suits of service dress whites. This outfit should last for a tour of duty.

The normal uniform of the day is tropical whites. The above outfit is only a suggested outfit. Those who work outside most of the time will need more long trousers than those who work in offices. Officers must have all medals and ribbons.

MEDICAL FACILITIES — Health and sanitation conditions on Saipan are generally excellent. There are no epidemic diseases; and malaria, except for the recurrence of cases contracted elsewhere, is unknown on the island.

Babies seem to thrive on the climate although they get heat rash at one time or another and are susceptible to impetigo skin infections.

Revolution's 18-Gun Sloop-of-War to Today's Super Carrier

The fourth *Saratoga* was originally built and commissioned as *uss New York*. After the battle of Santiago during the Spanish American War, *New York* was renamed *Saratoga*. Nearly seven years later her name was again changed—this time to *uss Rochester*. She was decommissioned in 1933, stricken from the list of Navy ships in 1938, and was finally towed into the Subic Channel on 24 Dec 1941 and sunk to prevent her capture by the Japanese.

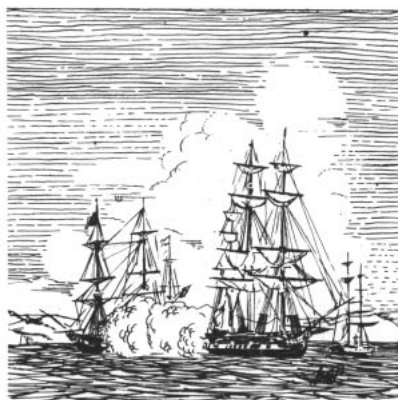
At the same time, there was another *Sara* in the fight. This time, however, she was not a cruiser, but an aircraft carrier, CV 3. In August 1942 her planes supported the Marines at Guadalcanal. Later that month, her torpedo planes and dive bombers sank the Japanese carrier *Ryujo* and damaged the seaplane carrier *Chittose*.

A few days later, on 31 Aug 1942, *Saratoga* was tagged by a Japanese submarine. She took a torpedo on the starboard quarter which damaged the engineering and electrical systems to such an extent that she lay dead in the water. Before the enemy could get at her, however, the cruiser *Minneapolis* took her in

tow until power was restored.

Later in the war, *Saratoga* joined Admiral Mitscher's Task Force 58 for the first carrier aircraft strike on Tokyo on 17 Feb 1945, and the invasion of Iwo Jima two days later.

On 21 Feb 1945 *Sara* was badly damaged for the second time in the war. Four suicide planes and seven bombs struck home and took the lives of 123 men and wounded 192 others. She finally brought the fires under control, and limped to Puget Sound Navy Yard where she was made ready for battle in about two months. She never saw battle again.



During the remainder of the war she performed training duties in the Pearl Harbor area, and then joined the Magic Carpet Fleet. She returned some 29,000 Pacific War veterans to the United States.

Sara's life ended on 25 Jul 1946 when she was swallowed up by the waters off Bikini Atoll as the result of an underwater atomic bomb blast.

The current *uss Saratoga* (CVA 60) is somewhat larger than the first *Saratoga* which was launched some 180 years ago. Here's how they compare:

FIRST SARATOGA (1780-81)	PRESENT SARATOGA (CVA 60)
Length:68 feet	1046 feet (over-all)
Beam:25 feet	252 feet (flight deck)
Displacement:	
150 tons	60,000 tons
Cost of construction:	
UNKNOWN	\$207,000,000

CVA 60 actually joined the Fleet in mid-April 1957 after completing her post-shakedown availability. Since then she was operated in the Atlantic Fleet. Currently *Sara* is spending her third tour of duty as part of the U.S. Sixth Fleet operating in the Mediterranean theater.

beauty facilities are available for women. A snack bar is available for all personnel. Cobbler and tailor shops are not available at the Navy Exchange. These services are provided locally.

There is a Clothing and Small Stores retail outlet on Saipan which stocks drawers, undershirts, utility caps, belts, dungaree trousers, chambray shirts, socks, towels, white hats and a limited number of sizes of white jumpers and trousers. All items stocked in clothing and small stores are available on order from Guam with delivery time approximately two weeks. Special sizes must be ordered from the Clothing Supply Office and delivery time will average from four to six weeks.

AUTOMOBILE — A car is almost a necessity because there are no public transportation facilities. A jeep is particularly desirable because it can go almost any place on the island whereas cars are restricted to the main roads. It is not recommended that a new car be brought. A two-to-five-year-old car is considered best. The car should be in first-class mechanical condition since only limited repair services are available. Gasoline on Saipan is very reasonable in price but is of low octane.

SCHOOLS — Saipan has a Navy dependent school which provides instruction through the high school grades. There is a kindergarten available where children may be sent for a nominal fee. High school students use correspondence courses provided by the Navy from the University of Nebraska. All students should bring report cards from the last school attended.

RECREATION FACILITIES — Recreation facilities are quite numerous and include softball, baseball, golf, swimming and picnicking. There is an excellent nine-hole golf course. The course is open all year around. Golf clubs are available on a loan basis without charge from Special Services.

Several fine beaches are available for use by dependents as well as by officers and enlisted men. A favorite sport is making exploration trips by jeep into the hills and jungle, in conjunction with a picnic.

It is not advisable to bring valuable or good books to Saipan because they are quickly ruined by mildew and small termite-like bugs. There is a library available to personnel and their dependents.

SIDELINE STRATEGY

THE CALIBER OR QUALITY of naval athletic teams is determined by many factors: Command interest and support, available talent, development of fundamentals and skills, coaching and instruction, practices and techniques, physical and mental conditioning, team work, team spirit, and a desire to win."

That statement appears on the masthead of the *Sports and Recreation Bulletin* published monthly by the 12th Naval District. And, from the contents of this small publication, 12ND seems to practice what it preaches.

To give you an idea of "... command interest and available talent ..." take a look at a few of the headlines in the most recent issue:

- 12ND Men's and Women's Swimming Championships
- "Pirates" lead 12ND Baseball League
- Oak Knoll Nurses in All-

All local commands are enjoined to improve the administrative function of their Special Services Divisions. Good administration makes good programs. Good programs effect morale. Morale is our end product!"

We've gone into some detail about Com 12's program because the consensus is that it's a good one. Perhaps your command has a sports and recreation program that equals this or may even be better. If so, let us hear about it and we'll let others hear about it too.

★ ★ ★

Some 1000 Navymen from NATTC Memphis, sporting new roles as freshwater fishermen, caught the imagination of the nation (along with some 4000 crappies) when they descended on fish-thick Sardis, Grenada and Enid Lakes in northern Mississippi as members of the "Navy Crappie Caravan."



Navy Bowling Finals .

• "Hell Kittens" Win 12ND Volleyball Championship

And, that isn't all. There were also articles on golf, horse shoes, pistol, pool, yachting, decathlon and archery.

This adds up to more than a dozen different sports, a baker's dozen at that, enough to keep even the most versatile, sports-minded Navyman occupied during his spare time. But, as impressive as this sports and recreation program may be, Com 12 is continually striving to improve its Special Services activities. As an example, take a look at another article in the same issue of the *Bulletin*. It says: "...

The real purpose of the trip—to promote fishing in the mid-South's crappie-thick lakes—was an unqualified success. This was due not only to the large number of fish caught, but also to the real old fashioned southern hospitality proffered by the big hearted Mississippians who wanted to make their Navy visitors feel at home. "Never saw anything like it," said one sailor who'd been taken in tow by a native of Water Valley and escorted to the hottest fishing spot in the lake.

"This'd be a wonderful experience even if I hadn't caught fish," he commented.

—H.G.B., JOC, USN.

DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

Gold Star in lieu of Second Award

★ COMBS, Thomas S., VADM, USN, for exceptionally meritorious service to the government of the United States in duties of great responsibility from December 1958 to April 1960 as Commander, Eastern Sea Frontier; Commandant, Third Naval District; Commander, Atlantic Reserve Fleet; and United States Navy Representative on the United States Delegation, United Nations Military Staff Committee. VADM Combs has been highly successful in improving the procedures and facilities for logistic support of Fleet units and in planning for the wartime control and operation of shipping from the East Coast of the United States. He has been instrumental in effecting considerable savings to the Navy Department and to the government of the United States.

★ CURTS, Maurice E., VADM, USN, for exceptionally meritorious service to the government of the United States in duties of great responsibility as Commander, Western Sea Frontier, and Commander Pacific Reserve Fleet, from 1 Feb 1958 to 1 Apr 1960, and as Commander Naval Defense Forces Eastern Pacific, from 15 Aug 1959 to 1 Apr 1960. The defensive capabilities of the Navy's eastern Pacific Forces have been an achievement directly attributable to VADM Curts' precepts and inspiring leadership. He has been a dominant force in the implementation of the Pacific Air Cargo Evaluation recommendations, which have resulted in reduced air-traffic and transportation expenses, providing a concurrent increase in logistic responsiveness.

★ WRIGHT, Jerauld, ADM, USN, for exceptionally meritorious service to the Government of the United States in a duty of great responsibility while serving as Supreme Allied Commander Atlantic, Commander in Chief Atlantic, and Commander in Chief United States Atlantic Fleet, from March 1954 to March 1960. Admiral Wright administered the great responsibilities of his

multinational commands and, in accomplishing the objectives of his complex missions, aided materially in advancing the objectives of the United States toward stabilizing world peace. In dealing with the highest level military and civilian representatives of foreign governments, he was instrumental in enhancing unanimity of effort in the discharge of the responsibilities of the United States in the North Atlantic Treaty Organization and in contributing substantially to the further strengthening and effectiveness of that Organization.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ BERG, Winfred E., CAPT, USN, for meritorious achievement as Senior Program Officer for Project Vanguard and the Space Surveillance System while serving at the United States Naval Research Laboratory. Constantly aware of the importance of these projects to the prestige of the United States, CAPT Berg gave unsparingly of his time in fulfilling the objectives. Exercising unusual professional ability, tact and diplomacy, he contributed immeasurably to the coordination of the service forces and contractors connected with the projects, which were completed far in advance of original schedules.

★ NICHOLSON, John H., LCDR, USN, for exceptionally meritorious conduct in the performance of outstanding services as commanding officer of *uss Sargo*, SS(N) 583, during the period 18 Jan to 26 Feb 1960. Under LCDR Nicholson's outstanding leadership, *uss Sargo* successfully completed the most extensive under-ice exploration of the Arctic Ocean yet attempted by a submarine, including the first entry into and exit from the Arctic Basin via the Bering Strait during the winter season. The severe weather and ice conditions encountered throughout the cruise were overcome by superb seamanship, technical competence, and command judgment. All scientific and operational objectives of the cruise were skillfully accomplished, resulting in the accumulation of knowledge and technical data of great value to the U.S. Government.

★ TUCKFIELD, Cyril J., Jr., ENC, USN, for exceptionally meritorious conduct in the performance of outstanding services in connection with trials of the buoyant ascent method of submarine escape in waters off Key West, Fla., during the period of 28 Sep to 2 Oct 1959. Repeatedly braving the hazards of rapid compression and decompression in performing these tests in the open sea at depths in excess of 150 feet, Tuckfield, utilizing a method of escape not previously tested at these depths, succeeded in carrying out a buoyant ascent from a submarine at a depth of 302 feet. Through this record-setting exploit, he not only helped to prove the feasibility of this method of escape from disabled submarines at a similar depth, but also contributed essentially to the safety and morale of submarine personnel.

Gold Star in Lieu of Third Award

★ HARTMAN, Charles C., RADM, USN, for exceptionally meritorious conduct in the performance of outstanding service as Commandant, Eleventh Naval District, from February 1955 to April 1960. Throughout this period, RADM Hartman displayed marked qualities of initiative, judgment and tact in carrying out his responsibilities, particularly in the field of public relations in a civilian area with large and important naval interests. He skillfully and effectively promoted harmonious relationships to the mutual benefit of the United States Navy and the civilian communities of the Eleventh Naval District. The cordial relationship existing between the citizenry of northern Mexico and the U.S. Navy is directly attributable to RADM Hartman's active interest and diplomacy in promoting a climate of mutual understanding.

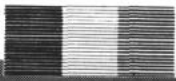


DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ FLINT, Lawrence E., Jr., CDR, USN, for extraordinary achievement in aerial flight on 6 Dec 1959. As pilot of a Navy all-weather fighter aircraft, CDR Flint succeeded in establishing a new world jet aircraft altitude record of 98,560 feet. Exercising brilliant airmanship, initiative and planning ability, he clearly demonstrated the inherent capa-

bilities and the maximum performance of an extremely important Naval aircraft, and was instrumental in focusing world attention on the continuing and significant development of the science of aviation in the United States.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ ANDERSON, Albert M., ENS, USN, for heroic conduct during the hours of darkness, on the early morning of 18 Nov 1959 while serving on board *uss Ammen* (DD 527) in the Formosa Strait. When heavy seas washed two men and several life rafts overboard from an accompanying ship, *Ammen* instituted an immediate search and shortly thereafter, maneuvered alongside a life raft containing one of the victims, who was severely injured and unable to help himself. With *Ammen* rolling heavily and threatening to crush and swamp the raft, Ensign Anderson, in the face of grave personal danger, leaped onto the raft in a daring attempt to effect a rescue. With the aid of a shipmate who later joined him in the raft, he succeeded in placing the injured man into a stretcher and in hoisting him to the safety of the ship.

★ HICKMAN, Albert J., ENS, USNR, (posthumously) for heroism on 4 Dec 1959 as pilot of a Jet-Fighter aircraft in Navy Fighter Squadron 121 during a return flight to his home base at Naval Air Station, Miramar, Calif. When his aircraft went out of control as he maneuvered above the station preparatory to entering the traffic pattern, ENS Hickman elected to remain with his craft in order to steer clear of a populated area comprising a large housing development and an elementary school. Through skillful maneuvering, he succeeded in

avoiding the residential and school area, but descended below the minimum ejection altitude, sacrificing his life in the ensuing crash. Through his courageous and selfless action, ENS Hickman undoubtedly saved many lives.

★ LEONARD, Thomas H. Jr., FN, USN, for heroic conduct in rescuing a soldier from drowning at Paumalu Beach, Oahu, Hawaii, on the afternoon of 24 Oct 1959. Upon learning that a fellow serviceman was floundering in extremely rough waters, Leonard, with the aid of a surfboard, paddled a distance of approximately 525 yards to the side of the struggling victim. After getting him on the board, Leonard managed to maneuver it through the strong currents and huge waves to a point near the beach where they were assisted by firemen who hauled them ashore.

★ NORRIS, Melvin L., AA, USN, (posthumously) for heroism in attempting to rescue an accident victim on Salmon Mountain, Etna, Calif., on 27 Dec 1959. When a young girl, while sledding, missed a corner on a steep hill and slid over a high, snow-covered, nearly perpendicular embankment, Norris immediately proceeded down the precipitous slope to assist the victim. Within 40 feet of his destination, where the girl lay injured, he lost his footing and plunged to the bottom, sustaining injuries from which he died a few minutes later.

★ POWELL, Judd M., GMC, USN, for heroic conduct during the hours of darkness on the early morning of 18 Nov 1959 while serving on board *uss Ammen* (DD 527) in the Formosa Strait. When heavy seas washed two men and several life rafts overboard from an accompanying ship, *Ammen* instituted an immediate search and shortly thereafter, maneuvered alongside a life raft containing one of the victims, who was severely injured and unable to help himself. With *Ammen* rolling heavily and threatening to crush and swamp the raft, Powell, observing that a rescuer who had gone over the side to assist the victim was having trouble, unhesitatingly leaped onto the raft and, with the aid of his shipmate, succeeded in placing the injured man into a stretcher and in hoisting him to the safety of the ship.

★ SALTER, Edward F. ATCS, USN, for heroic conduct in rescuing a three-year-old boy from a burning quonset hut at Bucknerville, Okinawa, on 23 Dec 1959. Upon learning that a child was still inside the flaming hut after all other occupants had vacated it, Salter quickly battered open a locked door and, despite the heavy smoke and flames, searched the entire building before locating the boy under a bed in a back

room. With his escape route blocked by the rapidly spreading flames, he smashed a bedroom window, handed the child to safety, and escaped himself moments before the building became completely engulfed in flames.

★ VINCENT, John T., (MC), LCDR, USN, for heroic conduct on 19 Jan 1960 while serving with the Third Marine Aircraft Wing, Aircraft, Fleet Marine Force, Pacific, Marine Corps Air Station, El Toro (Santa Ana), Calif. When two aircraft collided and interlocked upon landing on the East-West runway, trapping one of the pilots within the cockpit, LCDR Vincent immediately proceeded to the scene of the crash and voluntarily joined the crash crew in attempting to extricate the pilot. Despite an intense fire centered beneath the cockpit area, and the obvious and imminent danger of an explosion, he remained with the victim throughout the 25 minutes required to complete the rescue. During this period, LCDR Vincent protected the seriously injured airman from further burns by wrapping protective jackets about the man's body and by interposing his own foam-covered body between the pilot and the searing flames. In the final stages of the rescue, he placed his upper torso within the cockpit and used his own arms as shields against the yielding metal. After the removal of the victim from the aircraft, he accompanied him and administered medical aid during a lengthy helicopter trip to a naval hospital.

Seven Navymen — Frank L. BODISCH, EN3, USN; Raymond F. CORMIER, Jr., SV2, USN; William V. DORCY, CMH2, USN; James K. HILBIRD, CE3 USN; Russell P. MCKENZIE, UT2, USN; Troy W. PERRYMORE, SVC, USN, and George J. RYNKIEWICZ, BU2, USN—have been awarded Navy and Marine Corps medals for their heroic conduct on 1 and 2 Mar 1960 as members of the initial rescue unit from Naval Activities, Port Lyautey, Kenitra, Morocco, at the time of the Agadir, Morocco earthquake disaster.

This is a report of their activities which led to their citation:

"During the hours of darkness with additional earth tremors reported imminent, they tunneled into the torn and twisted masonry of the fallen building completely out of sight of their fellow workers. With the aid of a flashlight, in spaces barely large enough for a single person, each chiseled the reinforced concrete with wrecking bars and removed the debris. They persisted in their efforts until they succeeded in effecting the safe removal of victims who had been entombed in the wreckage for 24 hours."

Four Navymen—John J. REILLY, SKC, USN; Dale E. REYNOLDS, CE1, USN; Bert K. BRANDT, UTCN, USN, and John F. SCHIAVONE, CN, USN—have been awarded the Navy and Marine Corps Medal for heroic conduct on 22 Sep 1959 while serving with MCB Three.

When a helicopter crashed and exploded into flames on the airstrip at the Marine Corps Air Facility, Futenma, Okinawa, pinning two Marine pilots in the flaming wreckage, they rushed to the scene and, with the aid of others, succeeded in removing the two injured men to safety despite a series of explosions and the intense heat and flames.

BOOKS

A LITTLE OF EVERYTHING IN THIS MONTH'S CHOICE

THE LARGE VIEW OF WAR, as well as its more personal aspects, may be found in this month's list of books selected for review. You'll find some or all of the books mentioned below at your ship or station library.

As might be expected from the title, *WAR THROUGH THE AGES*, by Lynn Montross, gives the big picture. Covering the period from 490 B.C., (battle of Marathon) to the present, Montross describes in detail almost every military action of any consequence. First published some 15 years ago, the present edition has been considerably revised and enlarged. World War II chapters have been rewritten to include material not earlier available. New material has been added to cover such facets of history as the cold war, Korea, and Lebanon. For reference purposes, there is a full chronological table as well as a bibliography of sources in chronological order. New diagrams and maps make a total of nearly 140 illustrations.

Two other volumes—*THE MIGHTY HOOD*, by Ernie Bradford and *ADMIRAL TOGO*, by Georges Blond—provide an interesting contrast. Bradford makes the point that, although *Hood* was one of the most beautiful ships alive as well as the largest and fastest warship in the world of her day, she had been designed with a fatal flaw. The range of the guns with which battleships were being armed made heavy side armor no longer sufficient. Equally heavy deck armor was also needed. Intended to be the fastest ship afloat, *HMS Hood* was completed as planned, with deck armor that would not cut her speed. As a result, on 24 May 1941, in her first and only engagement, she was sunk by *Bismarck* in the second volley ever fired at her. She sank so rapidly that there were only three survivors. In addition to telling the story of the ship herself, Bradford also describes interesting details of life aboard *Hood*. Cruisemen will enjoy making comparisons.

Togo has its points of interest in a much different fashion. This illustrates the dramatic rise of Japan from a medieval backcountry to one of the most powerful nations of the world—all in the lifetime of one man. Not only did his life span cover this

Hobby, Anyone?

And here's something for everyone who likes to work with his hands. At almost every ship or station library, you'll find a new edition of the *HOME CRAFTS HANDBOOK*. Although most of the projects appear to be simple, you'll find valuable tips no matter what your skill in the how-to-do-it field.

Written by an acknowledged authority in his field, the book tells the shortest, easiest methods of getting the best results. Directions are clarified by hundreds of close-up photographs. There are seven sections: Leather goods, wood furniture, metal pieces, plastic items, jewelry, graphic arts, and basketry.

amazing transformation, but Admiral Togo was, to a large extent, responsible for the change. He distinguished himself in the Korean crisis of 1882, started a war with China by sinking a Chinese troopship en route to Korea, and was responsible for the Japanese victory in that war's Battle of the Yalu. In the Russo-Japanese War of 1904-05, Togo prevented the Russian Far Eastern fleet from escaping from Port Arthur and then, when the Russian Baltic Fleet finally reached Asian waters, it was Togo who destroyed it at Tsushima. Both *Hood* and *Togo* present historical accounts in their most palatable form.

All-Navy Cartoon Contest
R. Varesi, AD3, USN



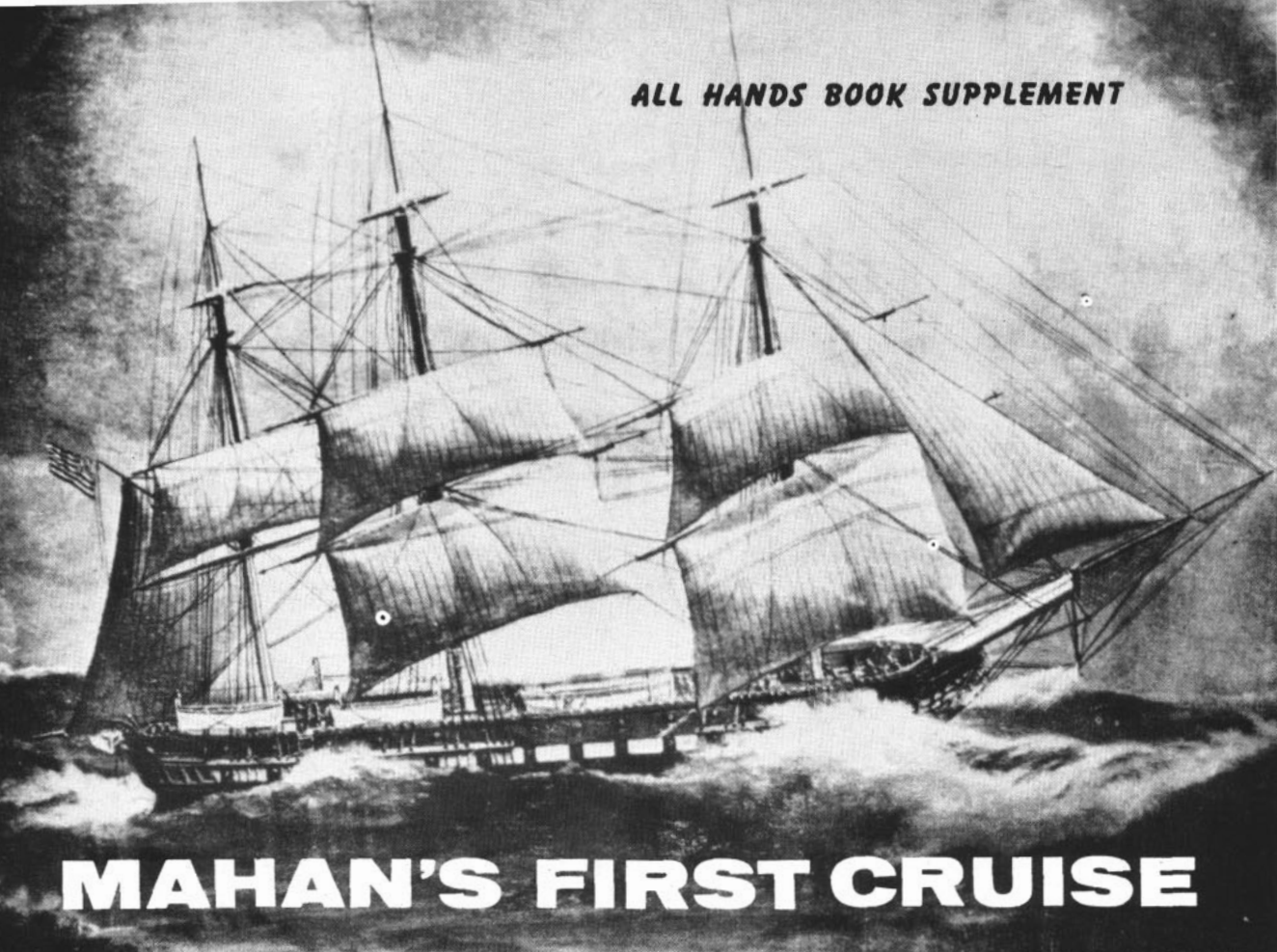
"I don't care what village you're from, on my ship you'll wear a uniform!"

THE OVERSEAS AMERICANS, by Harlan Cleveland, Gerard J. Mangone and John Clarke Adams, also deals with war but in a much different fashion. To discover why—and if—Americans are unpopular abroad, the authors have traveled wherever Americans work abroad, investigated local conditions, interviewed U.S. personnel and local citizens. They have put their conclusions into concrete recommendations on how the United States can better prepare its citizens for overseas responsibilities. The coverage is thorough. There are chapters on how overseas personnel are selected, training programs and their lack, the reasons why Americans prefer living and working in foreign countries, the impact of foreign cultures on Americans. As "overseas Americans" this book should be of interest to almost every Navyman.

We also have two examples—*GHOST SHIP OF THE POLE*, by Wilbur Cross and *WHAT CARES THE SEA?* by Kenneth Cooke—of the disaster school of writing. *Ghost Ship* is the story of the dirigible *Italia*, which crashed on an ice pack near Spitzbergen in 1928 after it had circled the North Pole. Its leader, Umberto Nobile, was one of the severely injured survivors stranded on the ice. The account follows in detail the hardships experienced, the danger as the ice breaks up, the rescue efforts, and the controversy after Nobile's return.

What Cares the Sea? is equally grim—yet interesting. This story, told by one of the survivors, described 50 days on a raft in the Atlantic after the sinking of ss *Lulworth* by German torpedoes. Fourteen men, including the author, head for land. When a ship finds the raft nearly two months later, the sun, starvation, sharks and madness have accounted for all but two. One of these dies shortly after returning to England. As the title suggests, the sea really doesn't care at all.

For fiction, you might try *VIEW FROM THE 40TH FLOOR*, by Theodore H. White. Told with a slick professional touch, it describes the death-agonies (fiscal, that is) of two nationally famous magazines as seen primarily through the efforts of the corporation troubleshooter. White manages to suggest that, had the magazines had something to say instead of trying to be merely slick, they might not have found themselves in such a difficult spot.



Change is the normal state of affairs in the Navy, and the transition from sail to steam was, perhaps, as far-reaching as the present shift from steam to nuclear power.

*Here, Alfred T. Mahan, better known as the author of *The Influence of Sea-Power Upon History* describes his reaction to those changes introduced into the Navy shortly before the Civil War. This was the Navy of one hundred and one years ago. The man who was to discuss with great brilliance the increasingly important role of the Navy of the future looks back at the Navy of his youth with warmth and nostalgia.*

*From *From Sail to Steam*, by Alfred T. Mahan. Published by Harper & Bros., copyright 1906, 1907.*

AT THE MOMENT of graduation in the summer of 1859, I had a narrow escape from the cutting short of my career. Myself and two friends had applied for the sloop-

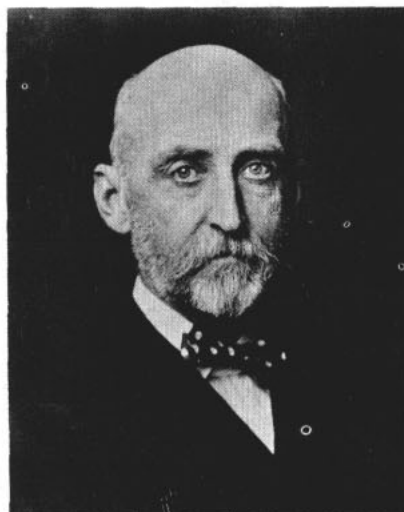
of-war *Levant*, destined for the Pacific by way of Cape Horn. Luckily for us, the frigate *Congress* was fitting out and her requirements could not be disregarded.

Levant sailed, reached the Pacific, and disappeared—one of the mysteries of the deep.

We very young men had the impression that smaller vessels were better calculated to advance us professionally because, having fewer officers, deck duty might be devolved on us. This prepossession extended particularly to brigs, of which the Navy then had several. This was a pretty wild imagining, for I can hardly conceive anyone intrusting such a vessel to a raw midshipman. It is scarcely an exaggeration to say they were all canvas and no hull—beautiful as a dream, but dangerous to a degree except to the skillful. As it was, an unusual proportion of them came to grief.

After graduating, my first cruise was upon the *Brazil*





MAHAN lived from 1840 until 1914. He was born at West Point, N. Y., where his father taught military engineering.

Station, embracing the Cape of Good Hope and, generally, the coasts of South America and Africa, with the islands laying between, such as St. Helena and the Falklands. Montevideo, in the river La Plata, and Rio de Janeiro were the two chief ports between which we oscillated, with rare and brief stays elsewhere or at sea.

Congress was a magnificent ship of her period. Built about 1840, she represented the culmination of the sail era. On her forecastle, and to the fore and main masts were stationed 60 men, full half of them prime seamen—90 for the starboard watch, and 90 for the port; not to count the mizzentopmen, after-guard, and marines, more than as many more.

I have always remembered the effect produced upon me by this huge mass when all hands gathered once to wear ship in a heavy gale. The ship having only fore and main topsails, close reefed, the officers beyond those of the watch were not summoned. The handling of the yards required only the brute force of muscle, under which, even in such conditions, they were as toys in the hands of that superb ship's company.

I had thus the chance to see things from the poop, a kind of bird's-eye view. As the ship fell off before the wind, and while the captain was waiting that smoother chance, which from time to time offers, to bring her up to it again on the other side with the least shock, she of course gathered accelerated way with the gale right aft. Unsteadied by the wind on either side, she rolled deeply, and the sight of those 400 or more faces, all turned up and aft, watching intently the officer of the deck for the next order, the braces stretched taut along in their hands for instant obedience, was singularly striking.

I NEVER HAD the opportunity of viewing the ship from outside under way at sea, but she was delightful to look at in port. Her spars, both masts and yards, were as true to proportion as was her hull; and the 25 guns she showed on each broadside, in two tiers, were close enough together to suggest two strong rows of solid teeth, ready for instant use. Nothing could be more splendidly martial.

Thirty-two pounders, all of them; except on either side were five eight-inch shell guns, a small tribute to progress. The rest threw solid shot for the most part.

Imposing as they certainly looked, and heavier though they were than most of those with which the world's famous sea-fights have been fought, they were already antediluvian.

A few years later I saw a long range of them enjoying their last repose on the skids in a navy-yard; and a bystander, with equal truth and irreverence, called them pop-guns. But the whole equipment of the ship, though up to date in itself, was so far of the past that I recall it with mingled pathos and interest.

Like the ship and her equipment, the officers and crew by training and methods were still of the olden time in tone and ideals; a condition of course, fostered at the moment by the style of vessel. Yet they had that curious adaptability characteristic of the profession, which afterwards enabled them to fall readily into the use of the new constructions evolved by the War of Secession.

By a paradoxical combination, the seaman of those days was at once most conservative in temperament and versatile in outlook. Among the officers, there was an open vision toward the future. I well remember Joe Smith enlarging to me on the merits of Cowper Cole's projected turret ship, much talked about in the British press in 1860; a full year or more before Ericsson obtained from us a hearing for *Monitor*. Cole's turrets were likened to a railway turn-table, a very illustrative definition; and Smith was already convinced of the value of the design which was proved in Hampton Roads the day after he himself fell gloriously on the deck of *Congress*.

IT WAS ABOUT AT THIS TIME that I had the unusual opportunity to see an incident of bygone times—the heaving down of a fair-sized ship of war. One of our sloops, of some 80 tons' burden, bound for China, had put into Rio for repairs—a leak of no special danger, but so near the keel as to demand explanation. It might get worse. As yet, Rio had no drydock and so she must be hove down.

This operation, probably never known in these days, consisted in heeling the ship over, by heavy purchases attached to the top of the lower masts, until the keel or at least so much of the side as was necessary, was out of water. As the leverage on the masts was extreme, almost everything had to be taken out of the ship, guns includ-

ed, to lighten her to the utmost; and the spars themselves were heavily backed to bear the strain.

The upper works, usually out of water, must on the down side be closed and protected against the proposed immersion. In the old days, when docks were rare and long voyages would be made in regions without local resources, a ship would be hove down two or three times in a cruise, to clean her uncoppered bottom or to see what damage worms might be effecting. When frequently done, familiarity doubtless made it comparatively easy; but by 1859, it had become very exceptional. I have never seen another instance. She was taken to a sheltered cove, in one of those picturesque bights which abound in the harbor of Rio, the most beautiful bay in the world.

I REMEMBER DISTINCTLY the boatswain telling of two small midshipmen, shipmates of his in a sloop-of-war of long-gone days, who had a deadly quarrel, calling for blood. A duel ashore might in those times have been arranged unknown to superiors—they often were—but the necessity for speedy satisfaction was too urgent and they could not wait for the end of the voyage.

Consequently, they decided to fight from the two ends of the spritsail-yard, a horizontal spar which crossed the bowsprit end and gave, or could admit, the required number of paces. Seconds were omitted. They might have attracted unnecessary attention and on the yard would have been in the way of the shot unless they sat behind their principals like damsels on a pillion.

So these two mites, procuring each a loaded pistol, crawled out quietly to their respective places, straddled the yard and were proceeding to business when the boatswain caught sight of them from his frequent stand between the knightheads.

He ran out, got between them in the line of fire and collared first one and then the other. From here, he brought them together on the forecastle, where he knocked their heads together until all the fight went out of them.

THE ABSENCE of *Congress* lasted a little over two years (1859-61), the fateful two years in which the elements of strife in the United States were sifting apart and gathering in new combinations for the tremendous outbreak of 1861. The first battle of Bull Run had been

NEAR MISS—Mahan barely missed being assigned to *USS Levant* for first cruise. She disappeared in Pacific.



BOATSWAIN'S MATE of Mahan's day stood for no foolishness. This one, from *USS Constitution*, is typical of era.

fought before *Congress* again saw a home port.

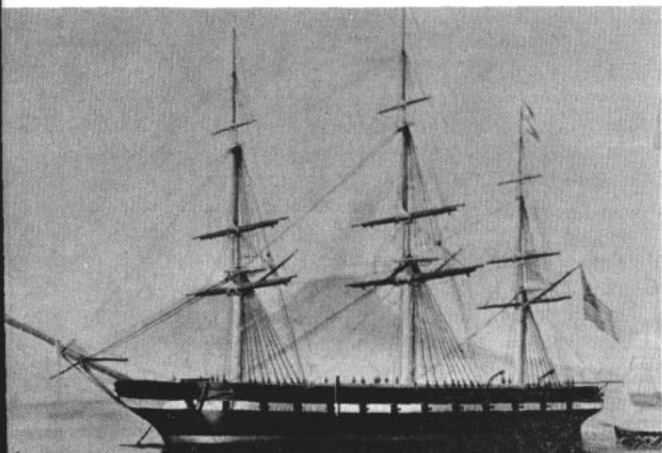
As a consequence, some details of that cruise have passed away forever, never to be repeated. We were in contact with it in all its forms and phases since, as midshipmen, we were used for every kind of duty.

Our captain interfered very little with us and his zeal for our improvement confined itself to putting us in three watches. Every night we had to be on deck and duty through one of the three periods of four hours each, into which the sea night is divided.

On the whole, watch keeping yields more of interest than disagreeable aspects. It must be conceded that it was unpleasant to be waked at midnight in your warm hammock, told your hour was come, that it was raining and blowing hard, that another reef was about to be taken in the topsails and the topgallant yards sent on deck. Patriotism and glory seemed very poor stimulants at that moment.

Still half asleep, you tumbled, somewhat literally, out of the hammock onto a deck probably wet, dressed by a dim, single-wick swinging lantern which revealed chiefly what you did not want, or by a candle which had to be watched lest it roll over and set fire to the woodwork.

Dressed in storm-clothes about as conducive to agility as a suit of mediaeval armor, and a sou'wester which caught at every corner you turned, you forced your way up through two successive tarpaulin-covered hatches, by holes just big enough to pass, pushing aside the tarpaulin with one hand while the other steadied yourself. And if there was no moon, how black the outside was to an eye as yet adjusted only to the darkness visible of the lanterns below. Except for a single ray on the little book by which the midshipman mustered the watch, no gleam





of artificial light was permitted on the spar (upper) deck; the fitful flashes dazzled more than they helped.

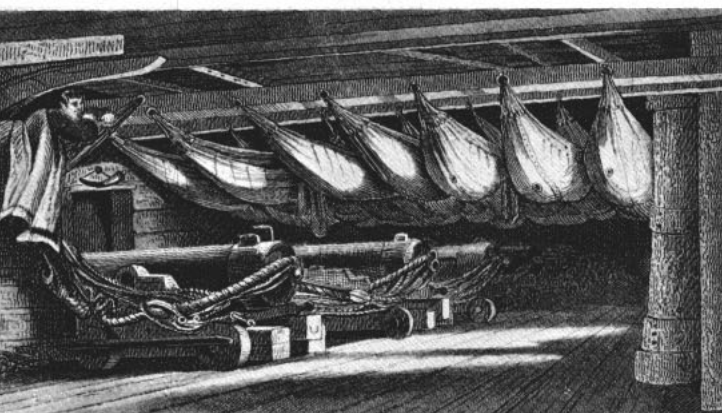
YOU GROPED YOUR WAY forward with some certainty, due to familiarity with the ground and with more certainty of being jostled and trampled by your watch-mates, quite as blind and much more sleepy than officers could afford to be.

The rain stung your face; the wind howled in your ears and drowned your voice; the men were either intent on going below or drowsy and ill-reconciled to having to come on deck; in either case inattentive and hard to move for some minutes.

In truth, the 15 minutes attending the change of a watch were a period not only of inconvenience but of real danger too rarely appreciated. I remember one of the smartest seamen and officers of the old Navy speaking feelingly to me of the anxiety those instants often caused him.

The lieutenant of an expiring watch too frequently would postpone some necessary step, either from personal indolence or from a good-natured indisposition to disturb the men who when not needed to work slept about the decks—except, of course, the lookouts and wheel. The other watch would soon be coming up, he would argue; let them do it before they settle down to sleep. There were times, such as a slowly increasing gale, which might justify delay; especially if the watch had had an unusual amount of work.

But tropical squalls, which gather quickly and sweep down with hurricane force are another matter, and it was of these the officer spoke. He suggested that possibly such an experience had caused the loss of one of our



large, tall-sparred sloop-of-war, *Albany*, which in 1854 disappeared in the West Indies.

The men who have been four hours on deck are thinking of their hammocks; their reliefs are not half awake and do not feel they are on duty until the watch is mustered. All are mingled together—the very numbers of a ship of war under such circumstances impede themselves and their officers.

BUT WHEN YOU WERE AWAKE, what a mighty stimulus there was in the salt roaring wind and the pelting rain! how infectious the shout of the officer of the deck! The answering cry of the topmen aloft—the "Haul out to windward! Together! All!" reached your ears from the yards as the men struggled with the wet, swollen, thrashing canvas, mastering it with a mighty pull, and "lighting to windward" the reef-band which was to be the new head of the sail, ready to the hand of the man at the post of honor, the weather earing.

How eager and absorbing the gaze through the darkness from deck, to see how they were getting on; whether the yard was so braced that the sail lay with the wind out of it, really slack for handling though still bellying and lifting as the ship rolled, or headed up or off; whether this rope or that which controlled the wilful canvas needed another pull. But if the yard itself had not been laid right, it was too late to mend it. To start a brace with the men on the spar might cause a jerk that would spill from it someone whose both hands were in the work, contrary to the sound tradition, "One hand for yourself and one for the owners."

Then, when all was over and snug once more, the men down from aloft, the rigging coiled up again on its pins, there succeeded the delightful relaxation from work well done and finished, the easy acceptance of the quieting yet stimulating effect of the strong air, enjoyed in indolence; for nothing was more unoccupied than the seaman when the last reef was in the topsails and the ship lying-to.

TASTES DIFFER as to which of the three night watches is preferable. Perhaps someone who has tried will reply they are all alike detestable, and will add that the only decent watch on deck is the watch below.

But I also have tried; and while prepared to admit that perhaps the pleasantest moment of any particular watch is that in which your successor touches his cap and says "I relieve you," I still maintain there are many compensations. The lieutenant of the watch had always before him the possibilities of a mischance; and one very good officer said to me he did not believe any lieutenant in the Navy felt perfectly comfortable in charge of the deck in a heavy gale.

Freedom from anxiety, however, is a matter of temperament, not of courage, although it adds to courage the invaluable quality of not wasting nerve force on difficulties of the imagination. A weather brace may go unexpectedly; a top-sail sheet part; an awkward wave come on board. Very true, but there is no use worrying unless you are constitutionally disposed to worry. If you are so disposed, there is no use in talking.

I preferred the mid-watch, from midnight to four, in ordinary weather. There was more time and scope to enjoy. The canvas had long before been arranged for the night. If the wind shifted, or necessity for tacking arose, of course it was done; but otherwise a considerate officer

would only rouse the men for imperative reasons.

The hum of the ship, the loitering idlers, last well on to ten, or after, in the preceding watch; and the officers of the deck in sailing ships had not the reserve—or preserve—which the isolation of the modern bridge affords its occupants. Although the weather side of the quarter-deck was kept clear for him and the captain, there was continued going and coming and talking nearby. He was on the edge of things, if not in the midst, while the midshipman of the forecastle had scarce a foot to call his very own.

When the mid-watch had been mustered, the lookouts stationed, and the rest of them had settled themselves down for sleep between the guns out of the way of passing feet, the forecastle of *Congress* offered a very decent promenade, magnificent compared to that of the poops of small vessels—"two steps and overboard."

Then began the steady pace to and fro, which to me was natural, easily maintained and consistent with thought—indeed, productive of it. Not everyone has this habit, but most acquire it. I have been told that, however, weakly otherwise, the calf muscles of watch-officers were generally well developed.

DAYS OF THE PAST! Certainly a watch spent reefing topsails in the rain was less tedious than that everlasting bridge of today. Tramp! Tramp! Tramp! or stand still, facing the wind blowing the teeth down your throat.

And then, when you went below you went, not bored, but healthfully tired with active exertion of mind and body. Yes, the sound was sweet then, at eight bells, the pipe of the boatswain's mates followed by their gruff voices drawing out in loud sing-song:

"A-a-a-all the starboard watch! Turn out there! Tumble out! Tumble out! Show a leg! On deck there, all the starboard watch!"

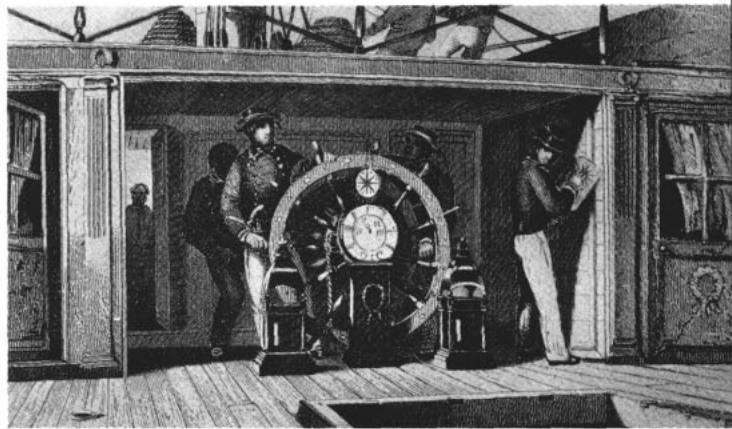
When I went below that morning with the port watch at four o'clock, I turned over to my relief a forecastle on which he would have nothing to do but drink his coffee at daylight.

That daylight coffee of the morning watch need not be described to those who have experienced the difference between the old man and the new man of before and after coffee. The galley fire of ships of war used to be started at seven bells of the midwatch (3:30 am) and the officers and most of the men who next came on duty managed to have coffee. At that time, the men had to use their rations if they wanted the coffee.

Since then, a regulation has allowed an extra ration of coffee to the crew, so that no man goes without, or works the morning watch on an empty stomach.

The morning watch was very busy. On several days of the week, the seamen washed their clothes. Then the upper deck was daily scrubbed; sometimes with the mere washing off of the soap-suds left from the clothes; sometimes with brooms and sand; sometimes the solemn ceremony of holystoning with its monotonous musical sound of grinding.

Along with these, dovetailed in as opportunity offered, in a sailing-ship under way there went on the work of readjusting the yards and sails; a pull here and a pull there, like a woman getting herself into shape after sitting too long in one position. Yards trimmed to a nicety; the two sheets of each sail close home alike; all the canvas taut up, from the weather tacks of the courses

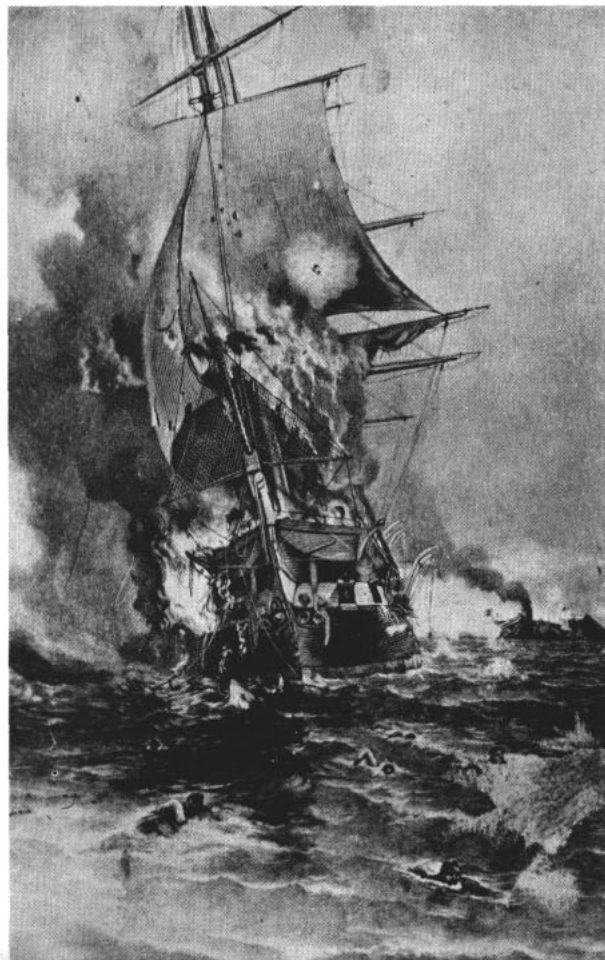


to the weather-earings of the royals; no slack weather-braces, or weather-leaches, letting a bight of loose canvas sag like an incipient double chin.

When these and a dozen other little details had remedied the disorders of the night, due to the invariable slacking of cordage under strain, the ship was fit for any eye, like a conscious beauty going forth to conquer.

This was the Navy as the youthful Mahan saw it. Within half a century it was to emerge as the Navy of a recognized world power. A century later it was an entirely new Navy, now recognized as the world's greatest. By his writings on naval theory and the role of navies in world history, Mahan had much to do with bringing about this recognition.

CONGRESS MET an unhappy end during the Civil War. She was destroyed by the Confederate ironclad, *Merrimack*, the day before *Merrimack* fought *USS Monitor*.



TAFFRAIL TALK

VERTIGO is usually considered a condition associated with aircraft and high places, but it has come down to join the surface Navy. We recently heard of a number of cases of vertigo found in *uss Bennington* (CVS 20), and they were caused—believe it or not—by excessive orbiting. For 40 consecutive hours, while participating in antennae radiation tests off Seal Beach, Calif., *Bennington* was required to steam in tight, 2000-yard circles. During that period she completed 308 left circles and ended with most of her crew dizzy. Even the ship “suffered”—she ended up with a definite (but temporary) port list.

★ ★ ★

We’ve always suspected that things are not always what they seem to be. Now we know. Even maps and charts can’t be trusted.

For years and years, skippers plying the Pacific between Samoa and Fiji have been carefully skirting Zephyr Shoal. They needn’t have bothered. There isn’t any—and never was.

First reported in 1875, and noted in nautical charts ever since, it now turns out that Zephyr Shoal is really another shoal some 30 miles away. Discovered in 1895 and listed as Penguin Shoal, the real shoal too has been carefully dodged by mariners for years. Now a deep survey ship with a deep-sea echo sounder has found they are the same by any name. The first mariner was that far off in his navigation.

All very well. But it will be terribly disillusioning to some future mariner if he discovers on some dark stormy night that there was no survey ship—and that there *was* a Zephyr Shoal.

★ ★ ★

This is the year for living it up—if you’re careful. A check of the records shows that 1960 has seven three-day holiday weekends, the maximum possible in one year. The occurrence of seven long weekends in a single year will not come again until 1988, since this only happens during leap years in which 1 January falls on a Friday. Our Editor-in-Charge-of-Living-Longer reminds us that our chances of enjoying the next seven three-day-weekends-in-one-year will be considerably improved if we drive carefully during these weekends.

★ ★ ★

Commodore Dudley W. Knox, the Navy historian and president of the Naval Historical Society, had completed two careers in the naval service when he died at the age of 82. Probably he was most famed for his book, “A History of the United States Navy,” known to thousands of Navymen.

The commodore was born at Fort Walla Walla, Wash., where his father was then stationed as a cavalry officer. He graduated from the Naval Academy in 1896 and was first known as a tactician and strategist. He earned the Navy Cross in World War I while serving in European waters.

Transferred to the retired list in 1921, Commodore Knox became interested in Navy history, writing numerous books and articles on the subject. From 1939 to 1946 he was Deputy Director of Naval History and Curator and Officer in Charge of Naval Records and Library, Department of the Navy. In 1947 he was awarded the Legion of Merit.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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• AT RIGHT: READY FOR ACTION—

Flight deck crew of Antisubmarine Warfare Carrier *USS Bennington* (CVS 20) ready jet planes on the carrier's forward cats while at sea in Pacific waters out of San Diego, Calif.





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